

Dr Andrew Gresham

11th February 2025

The Right Honorable Heidi Alexander MP Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department For Transport
Greater Minster House
33 Horseferry Road
London
SW1P 4DR

By E-mail to: transportinfrastructure@dft.gov.uk

Dear Secretary of State,

Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge

I, Doctor Andrew Gresham 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 Cambridge Greater Partnership on 9 January 2025.

My grounds for this objection are the following: I object to this proposed busway because it will not deliver a major benefit to people living in the area from Cambridge to at least as far as Haverhill who need to travel to and from Cambridge (not just the Addenbrooke's site). I also consider that if the busway is constructed it will be a big waste of money and it will make several existing problems much worse.

My understanding is that the main reasons put forward for this busway are to provide a local connection between the Babraham and Addenbrooke's Biomedical campuses and to ease access for people from this local area who are going to and from Addenbrooke's. This is definitely not the major need. Rather than that, and as with other areas around Cambridge, the major need is to make significantly effective improvements to public transport into Cambridge from further away – in this case at least as far as Haverhill. This is rather than just a busway from Babraham to Addenbrooke's.

In my opinion, all this proposed busway might do is to encourage some people working at Addenbrooke's to drive to a new Park and Ride site at Babraham and then use the busway to go to Addenbrooke's. I say 'might' because I think that, rather than use the busway, many people in cars will continue to travel to Addenbrooke's as they do now – they drive to the existing Park and Ride site by the Gog Magog Golf course and then walk or cycle to Addenbrooke's from there. That way, they not have to wait for and use the bus and it saves them money.

This busway will also not provide a benefit to most people in Sawston, Stapleford and Shelford because the busway stops for those villages will be too far away from most people in those villages unless they use their cars to get there (with the associated need for car parks at those stops or

parking on roads close to the stops). Instead of using the busway, most people living in those villages, who do use buses, will continue to use existing local buses which go to Addenbrooke's and onward into the City. If they won't use a bus, they will continue to cycle or drive to Addenbrooke's or into Cambridge.

The current short term need: At present the need is for more efficient buses running to and from an area at least within a radius from Cambridge to Haverhill, which go to Addenbrooke's and onwards into Cambridge.

I believe that this can be achieved relatively cheaply and effectively with strategically placed bus lanes on the A1307, a spur road to Addenbrooke's and much more effective traffic management in and around the Addenbrooke's site and on Hills Road into Cambridge. Better layout of the bus station at Addenbrooke's is also needed. The bus lanes and changes to existing traffic management systems that are required are easily identified by watching the traffic now. Better operation of many sets of traffic lights is particularly important. It is disappointing to see that traffic lights are still not set up to work as well as they could. A simple example of this is on the roundabout at the front of Addenbrooke's where traffic often has to wait at a series of red lights when nothing is coming in the other direction.

The medium to long term need: In my opinion an efficient railway or tram line from Haverhill into Cambridge with suitably placed stations along the way is required. I think it will be a big mistake if this need is ignored. Trains and trams are more efficient than buses. Go to Nottingham to see trams working well – they even stop at the front door of the hospital there.

Other reasons not to provide the busway: These are the significantly adverse effects on the countryside, further disruption of an already inadequate road layout and encouragement of yet more inappropriate development.

What should the Council do? What is needed is evident if you look at a map. Just think about the housing and workplaces that are already in and around Cambridge, and think about current and future developments, and not just those at Addenbrooke's. Surely the conclusion is that, as far as possible, there is a need for effective public transport to and from all of those places and not just to and from Addenbrooke's?

For far too long the Council has failed to plan and invest effectively in public transport and they have wasted large amounts of money encouraging people to drive to car parks before taking short often guided bus journeys. The Council should instead see the bigger picture and plan ahead more effectively to encourage much more efficient development and infrastructure. Dealing with this properly and with more realistic planning, the benefit will be much greater than the minimal benefit that this busway offers.

Yours sincerely,

Andrew Gresham

Dr ACJ Gresham MA (Cantab), VetMB, CertPM, DipIECVPH, DipIEVPHM, MRCVS (Retired).