



## Stapleford Parish Council

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Dear Sirs

### **Proposed route change in Stapleford: Consultation**

#### **Alternative route as proposed in the GCP's 2018 Consultation**

- Stapleford Parish Council actively supports infrastructure and public transport initiatives that are sustainable: The A1307 scheme provides a far better business case providing similar benefit for a fraction of the cost.
- Stapleford Parish Council strongly opposes the proposed CSET route when the A1307 scheme offers the better opportunity to link the business and research campuses with central Cambridge and freeing up the traffic (the original vision and objective for CSET)
- This scheme would involve bus lanes along the A1307 with a dedicated busway running from the Hinton Way roundabout and through the CBC expansion area and avoiding conflict during construction with Cambridge South railway station.
- This scheme would also have the advantage of avoiding damaging the backdrop views of special landscape value of the Magog hills and avoids damaging the special setting of Stapleford at the base of the chalkland Magog Down.

#### **Objections to CSET**

- It causes irreparable damage to the chalk hills and the dissecting of the recently designated countryside park, a high value conservation and amenity area.
- The cutting into the chalk hills is now a deeper incursion than previously proposed. The Inspector granting planning consent for the Retirement Village stressed the importance of not breaching the 25m contour to preserve landscape and views.

- The countryside park will be important for future conservation and added biodiversity and placing the busway here is a significant confliction to this ideal when factors including light pollution at the various crossings is taken into account.
- As a minimum a new Environmental Impact Assessment of the busway and associated works on the designated countryside park should be undertaken
- With the bus stops located up to a mile out of the village the scheme offers little if any public transport improvement
- Diverting existing buses onto the proposed busway and away from the village will weaken public transport in our village with fewer buses serving existing stops and will undermine their commercial viability
- Traffic on Granham's Road and Hinton Way is already delayed by the level crossing and will be further delayed by the busway crossings and the proposed Haverhill Road crossing. The busway introduces more congestion, inconvenience and less connectivity.
- This scheme is unnecessarily carbon intensive to build, consisting of a tarmac road and 3 concrete bridges. The initial carbon cost becomes critical as progressively most transport becomes electric It is noted that all of the councils that vote on the GCP Executive Board have pledged to reduce emissions.

#### **Changes to route due to Retirement Village**

- Stapleford Parish Council's preference is for Option 1 because Option 2 creates an infill site that is ripe for development, which option 1 does not create.
- Under Option 2 the busway carves a larger area of uneconomic farmland on Haverhill Road and then behind the houses on Haverhill Road, all the way from the busway stop through to the Granary and then on towards Sawston.
- Obviously under Option 1 the busway still carves a large area of uneconomic farmland behind the houses on Haverhill Road, all the way from the busway stop through to the Granary and then on towards Sawston.
- **As set out above the Council reaffirms its opposition to both options because the current busway proposals are ill-founded.**
- Whilst the consultation document highlights the extra 10m walk to the bus stop under option 1, this is insignificant in the context of a mile long walk to the bus stop from the centre of the village.
- The retirement village planning approval required the countryside park to be integrated with the Retirement Village and therefore all necessary at-grade crossings are required for facilitating the necessary footpaths.
- We would like to see a statement from the GCP regarding the safe operation of the busway at this point, particularly regarding speed limits, given that the people crossing at this point will be mainly the elderly and mobility restricted and the possibility of sight and hearing impairment needs to be taken into account.

Yours faithfully

Belinda Irons

Clerk

On behalf of Stapleford Parish Council