



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

PAUL BRISTOW
MAYOR OF
CAMBRIDGESHIRE
& PETERBOROUGH

Cambridgeshire & Peterborough Combined Authority
Pathfinder House
St Marys Street, Huntingdon
PE29 3TN

15 September 2025

[REDACTED]

[REDACTED]

Dear [REDACTED]

Re: EIR request ref CA455

Thank you for your request for information received on 19 August 2025. This has been dealt with under Environmental Information Regulations (EIR). The response is given below:

Request

1. I formally request details of any previous applications made for the allocation, installation, or creation of a bus stop in front of the location PE28 5XP covering The Royal Spiceland, PACE Fuel Station, Redwings Motel, etc.
2. For each such application (if any exist), please provide.
The date and applicant name (organization or individual) The status of the application (approved, refused, pending, withdrawn) A brief description of the application Any available documentation or decision notices issued by the Council.
3. Additional Enquiry – Possibility of a New Bus Stop. I would also appreciate guidance on the possibility of obtaining a new bus stop at or in front of those main business premises.

This request is prompted by the following challenges: The current nearest bus stop is over 45 minutes' walk from these properties to the nearby bus stops between Alconbury Hill & Cottons Close Sawtry The Stagecoach 904 bus route passes through this area (between Alconbury Hill and the newly opened MOTO service station) without stopping. There is currently no pedestrian pathway or safe walking route between the existing stop and the target location.

This gap creates serious accessibility and safety concerns for residents, visitors, and workers. Could you please advise on eligibility for requesting a new bus stop in this location, including any necessary forms for mass sign from daily users of this area Any criteria or policy considerations relevant to bus stop allocation in rural areas. Whether this corridor has been identified in the Huntingdonshire Transport Strategy or any active travel or public transport infrastructure plans.

Response

Cambridgeshire and Peterborough Combined Authority is not currently responsible for the process of considering and installing new bus stops, however we do work with partners if requests are made. New bus stops have historically been installed by the Highways Authority.

Attached are the only two emails we hold regarding lack of bus stops in front of the location PE28 5XP covering The Royal Spiceland, PACE Fuel Station, Redwings Motel, etc. Some of the information in the emails has been redacted under Regulation 13 of the Environmental Information Regulations 2004. This regulation provides an exception from disclosure where the information constitutes personal data and its release would contravene the principles of the UK General Data Protection Regulation (UK GDPR) and the Data Protection Act 2018.

In this case, the information you have requested relates to an identifiable individual, and disclosure would not be lawful, fair, or transparent under data protection legislation. Therefore, we are unable to release it.

This is an absolute exception, which means it is not subject to the public interest test.

As requested, I have forwarded your request for information to Cambridgeshire County Council who will respond directly to you.

I hope this information is helpful but if you are unhappy with the service you have received in relation to your request and wish to make a complaint or request a review, you should write to us via our contact us email address: democratic.services@cambridgeshirepeterborough-ca.gov.uk or write a letter to Complaints, Cambridgeshire and Peterborough Combined Authority, 2nd Floor, Pathfinder House, St Mary's Street, Huntingdon, Cambs PE29 3TN within 40 days of the date of this e-mail.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF, or via their website: <https://ico.org.uk/>

Generally, the ICO will not undertake a review or make a decision on a request until the internal review process has been completed.

Yours sincerely



Susan Hall
Data Protection Officer

MEMO

To:

[REDACTED]

From:

[REDACTED]

Reference:

G526/924

Date:

07 April 2009

[REDACTED]

[REDACTED] and I have been out to the B1043 to assess the two proposed bus stops in terms of safety and our comments are as follow:

B1043 Great North Road near Scandstick

The proposed bus stop is to be located in relatively close proximity to a roundabout, being approximately 80m to the north, and on a road with a speed limit of 60mph. Issues relating to this are:

- Buses leaving Sawtry will be indicating left at the roundabout. There is a risk that the indicator will not have cancelled by the time the bus is passing the stop. Drivers behind may therefore be unsure about whether the bus is stopping, if they misjudge the situation this may lead to shunt type accidents.
- Although the alignment in the immediate vicinity of the proposed bus stop is fairly straight, further to the north it sweeps to the left. Drivers who believe the bus to be stopping may be tempted to overtake without sufficient forward visibility. This may contribute to collisions with oncoming vehicles.
- A pedestrian collision at high speed is likely to have very serious consequences and there have been numerous fatal or serious collisions on high speed roads in the County involving pedestrians (often crossing to/from a bus stop, but also walking along the verge).

Generally visibility from the roundabout is reasonable, however, should this bus stop be installed it may be necessary to cut back some existing vegetation to ensure the stop and any passengers waiting are visible to

drivers leaving Sawtry. The physical presence of the bus stop should be enhanced as much as possible.

We have been informed by yourself that the reason for installing this bus stop is to allow passengers to travel to their work place, to the south of the roundabout. This is of concern for the following reason:

- There is no footway on the western verge. Pedestrians who wish to use the footway must cross a high speed road four times, including two arms of the roundabout in order to reach their destination. They may instead be tempted to walk on the verge, or when the verge is unsuitable, along the carriageway. During times of low visibility this places them in a vulnerable position.
- As stated above, there is a history of pedestrian casualties (including many fatalities) on high speed roads whether crossing or walking along the verge.

If a bus stop is required to service the industrial area to the south of the roundabout then it should be located to the south of the roundabout.

81043 Great North Road near Redwings Service Station

This location has been the site of 6 injury accidents within the last 5 calendar years. This includes 1 fatal accident and 1 pedestrian accident.

- The western verge is narrow and works will be required to provide a safe hardstanding for passengers to wait.
- There are no crossing facilities and pedestrians will be required to cross a high speed road. The restaurant is likely to attract people during the evening and therefore pedestrians may be crossing here during times of low visibility.
- If there is to be a late night service stopping in this area the likelihood will increase that there will be intoxicated pedestrians crossing.
- A pedestrian collision at high speed is likely to have very serious consequences and there have been numerous fatal or serious collisions on high speed roads in the County involving pedestrians (often crossing to/from a bus stop, but also walking along the verge).
- The plan shows a potential location for the southbound bus stop that is within the northern slip lane. Allowing the bus to stop here would mean that either it had to enter the garage forecourt and use the southern slip lane to exit safely or that it would move back out from the slip lane into the traffic. This may cause confusion and conflict with other drivers and contribute to collisions.
- A bus waiting here will also cause difficulty for vehicles wishing to enter the garage. This may lead to confusion and injudicious manoeuvres.
- Visibility for vehicles exiting either access will be compromised and may result in drivers pulling out into the path of an oncoming vehicle.

From: [REDACTED]
To: [REDACTED]
Subject: RE: RE: Lack of Bus stops on Ermine St to serve Spiceland Restaurant/Redwings Lodge Hotel
Date: 18 October 2019 16:19:00

[REDACTED]

Thank you for your reply.

I would be prepared to re-consider your request if the speed limit was reduced to 40mph at the petrol station, though this would still not address issues such as lack of hardstanding, visibility during darkness and the bus compromising visibility.

Regards,

[REDACTED]

[REDACTED]

Public Transport Network Co-ordinator
Cambridgeshire County Council

[REDACTED]

From: [REDACTED]
[REDACTED]
Sent: 17 October 2019 08:56
To: [REDACTED]
Subject: Re: RE: Lack of Bus stops on Ermine St to serve Spiceland Restaurant/Redwings Lodge Hotel

I have seen these objection before [REDACTED] but all those objections apply equally to the bus stops at Alconbury Hill.

The solution should be to introduce a 40mph limit at the petrol station.
I believe there was a fatal accident outside the petrol station where the site lines were obscured by advertising signs outside the station. There is room for 1 bus stop in the long exiting Lane from the petrol station.

At Alconbury Hill the same risk applies to passengers alighting from the west side of the carriageway. You have to cross over the road at that point (60mph limit) since there is no pavement and minimal grass verge at that stop.

--

[REDACTED]

[REDACTED]

[REDACTED]

Thank you for your suggestion.

Bus stops have been requested at this location in the past. A safety audit was carried out which raised a number of concerns, such as the number of injury accidents recorded at this location, the lack of hardstanding for passengers to stand on when waiting for or boarding the bus, a lack of crossing facilities that would require pedestrians to cross a high speed road with serious consequences in the event of a collision, low visibility during darkness and the visibility of vehicles exiting either access being compromised by a bus waiting which may result in drivers pulling out into the path of an oncoming vehicle.

In view of the issues raised by the safety audit this location was considered unsuitable for bus stops.

Regards,

[REDACTED]

Public Transport Network Co-ordinator

Cambridgeshire County Council

[REDACTED]

From: [REDACTED]

Sent: 14 October 2019 12:00

To: [REDACTED]

Subject: FW: Lack of Bus stops on Ermine St to serve Spiceland Restaurant/Redwings Lodge Hotel

From: [REDACTED]

[REDACTED]

Sent: 14 October 2019 09:33

To: [REDACTED]

Subject: Lack of Bus stops on Ermine St to serve Spiceland Restaurant/Redwings Lodge Hotel

Subject: Lack of Bus stops on Ermine St to serve Spiceland Restaurant/Redwings Lodge Hotel

There are no Bus Stops near this location PE28 5XP. The nearest stop is Alconbury Hill or Sawtry which involves walking a considerable distance on a road with a 60pmh limit since there are no pavements or smooth grass verges. Employees at these establishments need to have a car or lift despite the B Bus and 46a Bus passing the site. Spiceland Restaurant is very popular as it is a BOYB restaurant but of course customers need a taxi or designated driver.

One stop could be in the acceleration Lane as at Alconbury Hill.

Regards

[REDACTED]

[REDACTED]