[redacted]

From: Fraser Grace <[redacted]>
Sent: 03 March 2025 19:46
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport & Work Act Order to DfT for new busway, southeast of Cambridge

My name is Fraser Grace, I live at [redacted]

I am writing to register a formal objection to an application to the above Work Act Order submitted by the Greater Cambridge Partnership on 9 January 2025.

I've been a resident at the above address for 28 years. We raised our family here, and my wife and I are acutely aware of the huge value to both local residents and families further afield of the countryside in and around the Gog Magog hills. Cambridge is a city which is far from blessed with open spaces, and yet it is through this vital and historic 'lung' for the whole community which the proposed busway will cut.

I further believe that the adherence to the 'Strategy 1' route is unnecessary, unnecessarily expensive, and frankly cynical. There exists a viable, much cheaper alternative (by approximately £100m) which was in fact proposed by the GCP itself in 2018. This alternative was rejected at the time because it could not support the then mayor's grand plan for a Cambridge Metro System. That plan has since been abandoned, and so the reason for rejecting the alternative has also vanished - except that the GCP has already sunk several million pounds into pursuing it.

The alternative would provide bus lanes adjacent to the A1307 and require just one mile of new busway. This would avoid dividing local fields into smaller parcels of land, which would instantly become vulnerable to housing and other development, destroying the unique character of this area's network of villages - none of which would be effectively served by the busway, the stops being uphill on the edge of the villages. it would also avoid the need and expense of building two bridges over the River Grant and diverting the historic Hobson's Conduit - another valuable chalk stream - through a culvert.

What we need in this area are better, more frequent bus services, with stops positioned where people can easily access them.

Speaking personally as a resident of Hinton Way - one of the main arteries from the City to the wider county - we would be trapped by traffic build-up between the already busy and often congested railway crossing at Shelford Station, and the proposed busway crossing, just north of where we live.

I firmly believe the alternative would better serve the planned expansion of the Cambridge Biomedical Campus and would augment the cycle routes already serving the ares. it would further more contribute to the life of the area *as it is built* - rather than providing no benefit for the four years (at least) it will take to build the more expensive alternative.

I urge you to reject the proposed plan, build the alternative bus lanes (at 60milliion rather than £160million) and preserve our corner of South Cambridgeshire for future generations.

with best wishes

Fraser Grace

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