

[REDACTED]

From: Alison Cole <[REDACTED]>
Sent: 05 February 2025 08:48
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge Cambridge

I, Alison Cole 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. The grounds for this objection are the following:

The construction of 5 miles of new road through open countryside is unnecessary to deliver improvements in transport. Similar **transport and economic** benefits can be achieved by building a version of the scheme first proposed by the applicant in 2018. This would involve building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway).

This alternative would avoid building **two bridges** over the River Granta chalk stream and putting **Hobson's Conduit chalk stream into a culvert**.

This alternative would avoid creating a **scar** in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.

This alternative would avoid building a new road through a countryside park, to the **detriment of its future users and nature**.

This alternative would avoid severing fields close to villages making them vulnerable to future development and further **harm** to the countryside.

This alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.

Cycle routes in this area are already under construction and include the Linton Greenway which will connect Cambridge to Babraham, Granta Park and Linton; and the Sawston Greenway that will connect Cambridge to Sawston. Stapleford and Shelford are already served by the DNA cycle path.

As someone who lives in Stapleford, I use this route to walk to Babraham and enjoy the openness and peacefulness. I regularly see skylarks, herons, egrets, kites, hares. The thought of a busway carving through the countryside filling it up with concrete when there is a far better option is simply nonsensical. The area will also be disturbed by the presence of noise and **visual intrusion** from this major infrastructure development - something which is completely preventable.

The time we spend in **peaceful** green spaces has important benefits for our mood and wellbeing and these green spaces should be protected as a priority, especially when there is an alternative more economic route for such developments.

This alternative plan is a better solution that improves transport and the economy without **destroying** the countryside.

Kind regards,
Alison Cole



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