

[REDACTED]

From: James Neale <[REDACTED]>
Sent: 14 February 2025 14:43
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to transport and work act order to the DfT for a new bus way to the southeast of Cambridge

Dear department for transport,

I, James Neale, residing [REDACTED], am formally objecting to the "Application for a Transport and Works Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge," submitted by the Cambridge Greater Partnership on 9 January 2025. My objection is based on the following grounds:
Constructing five miles of new road through open countryside is unnecessary for improving transport.

The same transport and economic benefits can be achieved by implementing an earlier version of the scheme proposed by the applicant in 2018, which involved adding sections of bus lane along the A1307 and constructing just one mile of new road (busway).

This alternative would prevent the need to build two bridges over the River Granta chalk stream and avoid placing Hobson's Conduit chalk stream into a culvert.
It would also preserve the Gog Magog Hills, a landscape of significant importance to the Cambridge area, preventing irreversible scarring.

Additionally, it would protect the integrity of a countryside park, ensuring it remains accessible for future users and safeguarding its natural environment.
The proposed busway risks fragmenting fields near villages, making them more vulnerable to Future development and further countryside degradation.
Moreover, the alternative would provide better connectivity to the expanding Cambridge Biomedical Campus, serving more areas within the site.

Finally, the existing cycling infrastructure in the area is already being enhanced. The Linton Greenway will connect Cambridge with Babraham, Granta Park, and Linton, while the Sawston Greenway will link Cambridge to Sawston. Furthermore, Stapleford and Shelford already benefit from the DNA cycle path.

For these reasons, I strongly oppose the proposed busway and urge the Department for Transport to consider a more sustainable and less disruptive alternative.

Sincerely,
James Neale

This email has originated from external sources and has been scanned by DfT's email scanning service.
