

[REDACTED]

From: Steve Edmondson [REDACTED]
Sent: 30 January 2025 17:59
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to busway to South East of Cambridge.

Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge Cambridge

Steve Edmondson
[REDACTED]

I hereby 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 as follows:

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), and would:

Avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert.

Avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.

Avoid building a new concrete road through a countryside park, to the detriment of its future users and nature.

Avoid severing fields close to villages making them vulnerable to future development and further harm to the countryside.

Better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.

Better serve the residents in the transport corridor.

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.

It is unlikely I would be a regular user of the busway as it is not on a regular route for me. However, I believe that buses form part of an integrated public transport system, and among other things are best employed as feeder services to train services. In the future a modern light rail/tram system will be constructed in Cambridge and Greater Cambridge and this concrete track would become redundant. Furthermore the likely reopening of the railway between Cambridge and Haverhill will be seen to be necessary to cope with increasing demand for quality train services in the area.

Thank you.

Steve Edmondson

30.1.25

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