

[REDACTED]

From: Mark Sanders <[REDACTED]>
Sent: 23 February 2025 19:34
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

We Dawn Sanders and Mark Sanders of [REDACTED] are 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.

The proposed route proposes stops on the outskirts of Sawston, Stapleford and Great Shelford and does not serve the Babraham Science Park Campus adequately. As such it is very unlikely that local residents will walk to the stops preferring to use existing public transport links or their private vehicles. The alternative route along the A1307 will serve the Babraham Science Park linking two out of town science parks with the Cambridge Biomedical Campus. This offers the best and most cost-effective route to reduce traffic and meet a transport need.

Best regards

Dawn and Mark Sanders

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