

[REDACTED]

From: e-mail james.foreman <[REDACTED]>
Sent: 06 March 2025 09:33
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 James Foreman 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 Greater Cambridge 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

I do not believe that the proposed busway would be used by persons coming from places like Linton and Haverhill. Why would anyone in their warm car, on a winter day, get out of their car to stand on a cold bus stop to continue their journey? If they are continuing into Cambridge this would necessitate another change of bus from the Addenbrookes Hospital site.

Another, perhaps better alternative is to build a light railway system using already existing structures. <https://www.cambridge-connect.uk/connect-light-rail/cambridge-light-rail/>

This would allow for travel from outlying villages and would link to heavy rail networks as well as providing a better link to the research establishments north and south of Cambridge and the Addenbrookes Hospital site.

I am also advised that either of these alternatives would be much cheaper than the proposal set out by the GCP.

Kind regards

James Foreman

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