

I, Anna Wilkinson of [REDACTED], am writing to make a formal complaint to the "Application for Work Order to the Department for Transport (DfT) for the new busway to the south east of Cambridge.

I am objecting to the planned construction of a five mile new road through open countryside. My objections are based principally on the following:-

- it falls short in addressing its stated aims
- it is unnecessarily extravagant
- it does not seem to be part of a co-ordinated transport scheme

The immediate purpose is to open up connecting transport links to Cambridge for access for workers and other users to The Biomedical Campus around Addenbrooke's Hospital and other scientific and research institutions from the many villages around the south/south east of the city

The busway will not adequately serve the villages of Shelford, and Stapleford for example as it will cross somewhat distant to them. We do have a railway station already. It will cross Hinton Way and Haverhill Road, roads that run roughly parallel. The former has a level crossing and both have been closed partially and fully several times recently so we can see that more crossings will have a very marked adverse effect on the flow of traffic in the area.

The proposed busway does not offer access to Haverhill or Linton and other villages to the east, with more affordable housing where many workers live.

A cheaper (and environmentally less destructive) alternative is available along the A1307 and has been previously considered but now rejected. The lesser sum involved is a difference of some 100 million pounds.

A second busway is planned for the west of the city, also passing through conserved land, but together these two busways miss important interchanges to the north and fail to provide an effective link across east to west.

The southerly busway plan appears to have been developed as part of a wider plan that is no longer supported, but this element is being pushed forward for reasons that to me, as a relative newcomer to the area, are obscure.

Alternative solutions have been proposed; a light railway is proposed by Cambridge Connect, a co-ordinated provision with western, and eastern services linking with national rail. The rail link from Cambridge to Haverhill was closed in 1967, but now would be very useful for Haverhill now with a population of 30,000.

Of course, as current residents we would very much prefer for the countryside close to our villages not to be devastated by large house building projects and extensive transport structures.

We do, however, understand, especially in view of recent world events, how important it is for the UK to have a vibrant economy and that Cambridge can contribute significantly to this. Workers need to come, they need places to live and means of getting to places of work. I have heard the current Government's message that unnecessary planning delays will be prevented. But if our countryside is to be built on it is important that what is provided is well thought out and the transport plans for the various routes into and across the centre are well co-ordinated. And that plans are not stubbornly pushed through as a matter of "principle". As taxpayers at both national and local level we want

to feel confident that there will be no “mini HS2s” and that what is eventually provided is value for our money. I do not feel that confidence at present.