[redacted]

From: C G <[redacted]>
Sent: 22 February 2025 11:29
To: TRANSPORTINFRASTRUCTURE
Subject: CSET guided busway south Cambridge

Dear Sir/Madam,

I, Charlotte Guzzo, of [redacted], am writing to formally object 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 my objection are as follows:

1. **Unnecessary Construction in Open Countryside:** The proposed scheme entails constructing five miles of new road through open countryside, which is unnecessary to achieve transport improvements. A more effective and less environmentally disruptive alternative was proposed by the applicant in 2018, which involved adding sections of bus lanes adjacent to the A1307 and only one mile of new road (busway).
2. **Environmental Damage to Chalk Streams:** The current proposal would require constructing two bridges over the River Granta chalk stream and placing sections of Hobson's Conduit chalk stream into a culvert. This would have significant ecological consequences, disrupting important natural water systems.
3. **Destruction of the Gog Magog Hills Landscape:** The Gog Magog Hills represent one of the most important and scenic landscapes in the Cambridge area. The proposed busway would create an irreversible scar on this historic and valuable natural area.
4. **Harm to Countryside Park and Its Future Users:** The proposed route would carve through a designated countryside park, negatively impacting both nature and its future recreational users.
5. **Encouragement of Unwanted Development:** The proposed busway would sever fields close to villages, making them vulnerable to future development and further degradation of the countryside.
6. **Failure to Serve the Cambridge Biomedical Campus Effectively:** The alternative 2018 proposal would better serve the planned expansion of the Cambridge Biomedical Campus and provide a more comprehensive service to its users.
7. **Existing Infrastructure Already Addresses Needs for Shelford:** The region already has substantial cycling infrastructure, with routes under construction such as the Linton Greenway (connecting Cambridge to Babraham, Granta Park, and Linton) and the Sawston Greenway (connecting Cambridge to Sawston). Furthermore, Stapleford and Shelford are already well served by the DNA cycle path. The train station in Shelford is located much more closely to the village and will soon serve the biomedical campus once the South Station opens. As a result it is extremely unlikely that any Shelford residents will be using the Shelford or Granham's Road bus station.

Additionally, as a resident of Great Shelford, I do not believe the proposed busway serves the needs of local villagers as effectively as claimed. The bus stops are located on the edge of villages and on uphill terrain, making them inconvenient for regular use by local residents.

For these reasons, I strongly urge the Department for Transport to reject this application and consider the less invasive, more environmentally sustainable alternative proposed in 2018.

Thank you for your time and consideration.

Yours sincerely,
Charlotte Guzzo
[redacted]

Sent via Superhuman

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