

[REDACTED]

From: Daniel Maguire <[REDACTED]>
Sent: 12 February 2025 19:41
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

Dear Sir / Madam,

This objection is from Daniel Maguire of [REDACTED].

I 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 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. The additional transport link is simply not necessary, there are already more than adequate transport links in the form of train lines, existing bus routes, park and ride links and cycle lanes. This is a vanity project that does not stack up to common sense yet alone a credible business case.

Before this scheme continues there should be a full review of the business case by an independent party. In light of the many examples of construction schemes spiralling in terms of costs (Cambridge Busway, Cambridge North Station and Cambridge South Station to name but a few recent and local schemes) the independent review should fully review and validate the cost estimates attached that look woefully inadequate given the current state of the design and planning.

If there is a need for a new transport link then 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 am resident in Stapleford with my young family, there is almost zero chance that we will ever use this busway due to the excellent existing transport links.

Regards,

Daniel Maguire

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