

[REDACTED]

From: C & M Cooper <[REDACTED]>
Sent: 06 March 2025 23:48
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, Mr Christopher Cooper 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 scheme was originally designed as a feeder to a much larger scheme proposed for the City of Cambridge, but since abandoned rendering the present scheme obsolete. The tram and guidance technology for this system is still undecided and untried, and for such a short section, is not likely to attract long term technical support, so it is in danger of becoming unworkable in a short period of time.

The scheme only offers commuters a 5 mile alternative stretch in their journey which, if they are not working on the Biomedical Campus, needs a change to bus to get into the City. An extended drive to the Babraham Park and Ride site which already exists, would be a much more attractive alternative.

An earlier version of this plan, to build sections of bus lane adjacent to the A1307, would be much cheaper and would utilise and enhance the existing but transport system.

The proposed route cuts across open farmland greenbelt and recreational country park land and views. In doing so, it divides greenbelt land into small enough sections to attract urban development.

Also the extensive civil engineering involved is disproportional to the benefits, requiring three lanes of road and adjacent landscaping, and the building of two massive bridges to cross our valuable and rare chalk streams, which are already under threat from regional development.

Although it claims to serve villages on the route, it only touches the remote outskirts of these, while its proximity to them increases the opportunity for unintended housing development. The villages would be better served by improved bus services stopping within the villages and offering a wider variety of destinations.

Please take note; this scheme is excessive and misguided.

Thanking you,
Chris Cooper.

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