

[REDACTED]

From: Kirsty Louise <[REDACTED]>
Sent: 21 February 2025 12:18
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, Kirsty Froggatt, of [REDACTED], am writing to formally object to the Application for a Transport and Works Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge, submitted by the Cambridge Greater Partnership on 9 January 2025.

The proposed construction of five miles of new road through open countryside is unnecessary to improve transport links. A similar level of transport and economic benefit could be achieved by implementing a version of the scheme first proposed in 2018. This alternative would involve adding sections of bus lane alongside the A1307 and just one mile of new road (busway).

Choosing this alternative would:

- Avoid the need to build two bridges over the River Granta chalk stream and prevent Hobson's Conduit chalk stream from being put into a culvert.
- Prevent permanent damage to the Gog Magog Hills, one of the most significant landscapes in the Cambridge area.
- Avoid constructing a new road through a countryside park, protecting both future visitors and local wildlife.
- Prevent the fragmentation of agricultural fields near villages, reducing the risk of future development and further harm to the countryside.
- Provide a better transport solution for the planned expansion of the Cambridge Biomedical Campus, offering improved access to more areas of the site.

Additionally, the justification for this busway is flawed. We are told the route has been chosen to serve the villages, yet the proposed bus stops are located on the outskirts, uphill, making them inconvenient and unlikely to be used by me or my fellow villagers. Instead, residents will continue using existing routes or other transport options, undermining the claimed benefits of the scheme.

New cycle routes in the area are also already under construction, including the Linton Greenway (which will connect Cambridge to Babraham, Granta Park, and Linton) and the Sawston Greenway (which will link Cambridge to Sawston). Stapleford and Shelford are well-served by the existing DNA cycle path.

For these reasons, I strongly oppose the current proposal and urge a reconsideration of a more sustainable and less damaging alternative.

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