

[REDACTED]

From: Julie French <[REDACTED]>
Sent: 06 March 2025 22:04
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 Secretary of State for Transport,

I am writing to **formally object to the Application for a Transport and Works Act Order submitted by the Greater Cambridge Partnership on 9 January 2025**, which proposed an off-road guided busway to the southeast of Cambridge.

I live in the village of Stapleford . I strongly believe that this busway is the wrong solution for improving transport links. While investment in public transport is needed, carving a new five-mile road through our beautiful open countryside across the Gog Magog Hills is an unnecessary and damaging approach when better alternatives exist, and should be taken into consideration.

Reasons for my objection:

- 1. Irreversible damage to the local landscape** - the proposed route would cut through Gog Magog Hills and surrounding fields, some of the most distinctive and beautiful landscapes in the Cambridgeshire area.
- 2. Increased risk of unwanted development** - Stapleford and surrounding villages are not designated for any large expansion to future housing and commercial developments, which the busway will inevitably cause overtime, permanently altering the rural characteristics of the well-known south cambs villages.
- 3. A flawed claim about serving villages** - The justification for the route is that it serves local villages like Stapleford, Gt Shelford and Sawston. However, the proposed bus stops are on the outskirts of these villages and uphill, making them impractical for many residents (!) - especially those who don't drive or have mobility issues.
- 4. Cycling infrastructure is already improving transport options** - The Linton Greenway and Sawston Greenway are currently already being developed to provide safe, sustainable transport links for cyclists and pedestrians. With these routes in place, the need for an entirely new road is even more questionable.
- 5. A BETTER ALTERNATIVE EXISTS!** - The original 2018 proposal suggested bus lanes along the A1307 and just one mile of new road, rather than an entire five-mile-off-road busway. This would achieve the **SAME** transport benefits **WITHOUT** destroying greenbelt land.

I please urge the Department for Transport to reject the proposal and push for a solution that delivers better transport without permanently damaging our countryside. This is our home.

Thank you very much for taking the time to consider my objection.

From Julie French



This email has originated from external sources and has been scanned by DfT's email scanning service.
