

[REDACTED]

From: Russ M <[REDACTED]>
Sent: 06 March 2025 23:03
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, Russell Moore of [REDACTED], am writing to strongly 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 Greater Cambridge Partnership on 9 January 2025.

I appreciate the efforts of the Greater Cambridge Partnership to improve transport in the area, and I understand that the proposed busway aims to enhance transport and economic benefits. However, I believe that the construction of 5 miles of new road through open countryside is unnecessary to deliver these improvements.

The grounds for this objection are the following:

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).

Advantages of Alternative

- 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 live in stapleford and we have a train station in the centre of the village. The stations proposed for the busway are uphill on the edge of the village so are unlikely to be used.

I urge you to reconsider this application in favour of the alternative proposal. I would welcome the opportunity to discuss this matter further. Thank you for your attention to this matter.

Sincerely
Russell

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