

[REDACTED]

From: Abigail Hunt <[REDACTED]>
Sent: 26 February 2025 16:47
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

Sender's address:
[REDACTED]

To the Secretary of State for Transport,

I'm writing to you to object to the Greater Cambridge Partnership's (GCP) Application for a Transport and Work Act Order to the DfT for a new busway to the southeast of Cambridge.

The proposal hopes to serve the planned expansion of the Cambridge Biomedical Campus (CBC), and to serve a greater proportion of the Campus, thus alleviating the congestion around it. However, the Campus would be better served by a cheaper, more effective, and less ecologically damaging alternative to the one in the GCP's application (further details below). Furthermore, going ahead with the proposed busway would be the worst of all possible options for the villages it runs alongside - those between Sawston and Cambridge.

Firstly, the bus stops for the proposed busway are a real distance from both the centres and the main thoroughfares of the villages they're placed beside. I live in Stapleford and would not be served by the Stapleford stop. At best the proposed stops would benefit only a small number of residents, with a large proportion of villagers having to travel over a mile to access them. In short, their location renders them largely pointless.

Just as with the busway, the alternative scheme - an A1307 expansion - would not serve the villages along the proposed busway route. However, unlike the busway scheme, this alternative would not be so very damaging to the villages in question.

Damage caused by the busway would be significant. Building this large, inflexible roadway would involve the construction of two massive bridges over the Granta, disrupting the ecology of the chalk stream, and irreparably damaging the surrounding environment. Similarly, the damage done to Hobson's Conduit by enclosing it in a culvert, and the impact to landscape around the Gog Magog Hills can not be overstated. What's more, the suggested busway would run a road through a countryside park that was promised to the community in Stapleford as a justification for the building of a large retirement village. The cumulative effect of these numerous circumstances make the busway plan neither suitable nor sustainable.

Moreover, not only would building the busway damage these natural resources and deplete what little allowances we have made in the name of ecology, but it would simultaneously cut residents off from these precious resources by removing access to the footpath between Stapleford and Babraham. This footpath is frequented by hundreds of Stapleford residents, used daily by many, and gives them access to the stream and the woods beyond.

We must build up infrastructure in a way that causes as little destruction to the environment as possible. With this in mind, and noting the government's desire to build in and around Cambridge, I believe the GCP is trying to justify this busway by a tacit insinuation that it will serve future residents of new builds. I would like to state emphatically that this busway would be a terrible way to serve the residents of these new and expanded communities. It would be three lanes wide, and likely to be usable *only* by guided buses, hemmed in by guard rails. This means you'd have to build additional roads alongside it for all other vehicles (adding significantly to its already substantial width), or convert the busway into a normal road at massive additional expense.

I am saddened that the GCP is advocating for a scheme that achieves so little good, and does so much damage to the people and places they profess to serve; especially when their plan comes at such great financial cost. At this stage it seems likely that they're pursuing the scheme as a result of the sunk cost fallacy that the busway has become. They must not be allowed to keep throwing good money after bad in the hopes of avoiding embarrassment. Even hypothetical residents of future developments would be better served by other means, tailored to their needs as those new communities are planned and developed.

I'll finish by reiterating that the residents of the villages affected do not feel serviced, or in any way advantaged by the proposed busway. This is writ large in their collective response to the scheme: by the words and actions of the parish councils and the thousands of villagers they represent.

When there are better, cheaper, and less damaging options available to serve the CBC, why on earth would we build a destructive busway that's so detrimental to so many?

Yours sincerely,
Abigail Hunt

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