[redacted]

From: [redacted]
Sent: 09 February 2025 09:23
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

Importance: High

We, Edward and Diana Sage, of [redacted], are writing to make a formal objection to the Application for a Transport and Work Act Order to the Department for Transport for a new busway to the southeast of Cambridge, as submitted by the Cambridge Greater Partnership on 9 January 2025. The grounds for our objection are the following:

We accept that the provision of an improved route between the new Park and Ride site planned at Babraham and the Biomedical Campus will improve traffic flow on the A1307 and improve access for employees, patients and visitors.

We do not accept that the route of the proposed busway is the way to achieve it.

Similar benefits at a lower cost can be achieved by building sections of the new busway adjacent to the A1307 from Babraham until it approaches Cambridge and then a short spur road leading to the Biomedical Campus. This would make the construction of 5 miles of new busway through the open chalk countryside unnecessary, save an estimated £100m, and be much less harmful to the environment. It will avoid building bridges over the River Granta chalk stream, have no impact on Hobsons Conduit and will not scar the Gog Magog Hill landscape, a very important and much loved feature of the Cambridge area.

As long term residents of Great Shelford, we can say with confidence that we will never use the proposed bus stops on the busway. They are too far from the village and will be of no possible benefit to us. We know that other residents of Shelford and Stapleford feel the same.

The residents of the new Rangeford Strawberry Fields development will be the few who will benefit from the proposed busway and nearby bus stop. Support for this development would appear to be the motive in determining the choice of route rather than providing the most cost effective and least environmentally damaging route to the Biomedical Campus. It will of course also make it easier for developers to open up land for future housing development in this currently open countryside. Cambridge is already seeing its share of housing development despite little improvement in roads and a shortage of water causing problems in chalk streams.

The existing and well used bus and rail options continue to serve the Shelfords, Stapleford and Sawston, and the several cycle routes in the area are used by those travelling to Cambridge, Babraham and Sawston. The proposed bus route is not needed by existing villagers and will in fact be to their detriment.

We strongly object to the route of this busway that will change the character of the area forever. It must not be decided without a full public enquiry.

Edward and Diana Sage