

[REDACTED]

From: John <[REDACTED]>
Sent: 20 February 2025 15:23
To: TRANSPORTINFRASTRUCTURE
Subject: Cambridge South East Transport. Objection to the Application for a Transport and Work Act Order

For attention of the Secretary of State for Transport
c/o Transport Infrastructure Planning Unit,
Department for Transport

20 February 2025

Dear Secretary of State

My name is John Rawle of [REDACTED] and I am making a formal **objection** to the Application for a Transport and Work Act Order to the Department for Transport (DfT) for a guided busway between Cambridge Biomedical Campus and a new travel hub facility at the A1307/A11/A505.

My objections are based on the following points;

- The scheme proposes to construct a new road through open countryside adjacent to a local nature reserve (Nine Wells Nature Reserve) which is a source of a number of chalk springs that form the Hobson's Conduit waterway that flows through Cambridge. This reserve was once a Site of Special Scientific Interest because it was home to some rare freshwater invertebrates. These were unfortunately lost during a drought in 1976 which shows how delicate our ecosystems are.
- The area between Great Shelford and Cambridge is an area with a high level of biodiversity. Long term studies show that this area is a haven for farmland birds including species designated as 'red list' species of high conservation concern.
- The benefits (transport and economic) listed for the new proposal 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).
- The alternative scheme would avoid major construction work including the building of two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert.
- The alternative scheme would also avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.
- This alternative scheme avoids splitting fields close to villages.
- Since the original plans in 2017 for traffic improvement, Cambridge South railway station is almost complete and provides easy access to Cambridge Biomedical centre which should reduce the number of car passengers/journeys.
- The estimated costs for the alternative are markedly less than the current proposal with no less benefits.

- Large scale infrastructure projects frequently exceed initial budgets (think HS2) so I have absolutely no confidence that the scheme will be within budget.
- I can't see how the scheme will provide any benefits until the whole scheme is complete, whereas the alternative scheme could offer benefit throughout the development period.
- As bus stops for the proposed route are not close to my address I am very unlikely to ever use the service.

Yours faithfully

John Rawle

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