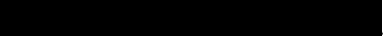


Secretary of State, Department for Transport.
Transport Infrastructure Planning Unit,
Department for Transport, Great Minster House,
33, Horseferry Road,
London SW1P 4DR


4th March 2025

Dear Secretary of State,

I, Dr Mark Wilkinson, of ,

 am writing to express my formal objection to the "Application for a Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the South East of Cambridge, as submitted by the Greater Cambridge Partnership on 9th January 2025.

There are many reasons to object, of which one of the most important is the loss of the amenity of this rare area of views and natural beauty on the flank of the Gog Magog Downs, which will be absolutely violated for ever by such a development. Cambridge is not over-endowed with hills, to put it mildly, and to wilfully destroy one of its most loved and recognisable landscapes in the name of rapid transit, when all the aims of the scheme can be achieved by a much less destructive and cheaper plan, seems bizarre.

The proposed crossings of Haverhill Road and Hinton Way, allegedly convenient for the villages of Stapleford and Great Shelford respectively, will not be much used by people from those communities, as the stops will be uphill, on the edges of the villages.

The proposed busway will cross two chalk streams, with long, viaduct style bridges to avoid risks of flooding, which will be both visually intrusive and expensive. Putting the historic Hobson's Conduit chalk stream into a culvert would be another consequence of this costly and unwanted scheme. England has 85% of the world's chalk streams, unique habitats for a range of rare wildlife. These, already under severe environmental pressure, would be further impacted by the proposed construction work and the final resulting busway.

The new country park, planned to sit alongside the new Strawberry Fields development, will now be bisected by the proposed busway, and will lose all credibility as an amenity as a consequence.

All of these undesirable results can be avoided by constructing a version of the scheme first proposed by the GCP in 2018, involving a bus lane and cycle paths alongside the existing A1307. The current scheme was only proposed to meet the requirements of the then mayor's abandoned plans for a Cambridge Metro, but the GCP seem oddly unwilling to consider returning to their earlier, much cheaper and greener plan, notwithstanding the state of the region's and the country's finances.

Ultimately a much better alternative would be to install a light railway to Haverhill, where many of the employees and patients from Addenbrookes Hospital and the Biomedical campus live, which would include the villages on the way, without needing to destroy such local beauty spots, though this would clearly not be a smaller or cheaper scheme.

Yours sincerely,

Mark Wilkinson

