

[REDACTED]

From: Joanna Baxter <[REDACTED]>
Sent: 06 March 2025 19:37
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, Joanna Baxter of [REDACTED] am writing to make a formal objection 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 Cambridge Greater Partnership on 9 January 2025. The grounds for this objection are the following:

The construction of 5 miles of new road through open countryside is unnecessary to deliver improvements in transport. 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).

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.

For my village, Sawston, one of the largest in the area, the location of the stop is non sensical . It will be be situated fully outside the village by around 0.5k for the very closest houses and a good 1.5-2k for those at the far end. This therefore renders it inaccessible to non car users and could potentially heavily increase traffic on a small country road. Plans available previously allocated just a few parking spaces, which makes me think this would be expanded at more expense. If they are targeting cyclists, it's a bit pointless since they can already cycle all the way to Cambridge or go by train from the next village anyway. It is biased against those with mobility issues having very few disabled spaces when the main competitors are the park and ride, which has a very good number and the local

bus service itself is disability friendly. Finally, I would not use it because there are better options available that would greatly benefit from some investment. The bus goes right through the heart of the village, is walking distance and therefore the easiest option. Putting more buses on the route and reinstating previous bus lanes on the A1307 is far more cost effective and far less damaging to the local environment.

We have no faith in the Cambridge transport partnership that has proposed this, they have gone back on more viable plans in favour of silly projects, those in Cambridge already such as the road narrowing and Dutch roundabout projects have just created more congestion and danger for pedestrians and cyclists at huge expense. It's proposal for a congestion charge within Cambridge was not even discussed with village communities even though we would likely be just as affected as so many travel into Cambridge regularly for work and to visit the local hospital.

It is time central government reviewed it's activities and made it possible for us as local residents to vote on the issue rather than have this imposed on us by an unelected body.

Yours faithfully

Joanna Baxter

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