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From: Jill Whaley <[REDACTED]>
Sent: 05 March 2025 10:08
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Dept of Transport for a new Busway to the SE of Cambridge

Objection to Transport and Work Act Order to the Department for Transport for a New Busway to the Southeast of Cambridge.

I, Jill Whaley, [REDACTED] am writing to make a formal objection to the 'Application for a Transport and Work Act Order to the Department of Transport (DfT) for a new Busway to the Southeast of Cambridge' as submitted by the Greater Cambridge Partnership (GCP) 9 January 2025.

1. I understand that it is necessary to develop sustainable ways of reducing emissions relating to the use of cars bringing people to work in Cambridge, many of whom work at the still expanding Cambridge Biomedical Campus (CBC).
2. The GCP's application is to build a Busway from a Babraham Park and Ride site through one of our most beautiful areas of open countryside, involving a rare chalk stream, (Hobson's Conduit), a countryside park, and good agricultural land, would destroy the sensitivity to Nature which is so important in a region already undergoing unprecedented expansion, house, rail and road building.
3. The GCP have said this scheme will serve local villages. It is too far from many villages for their residents and there are already existing, or in development, a network of cycle ways serving Cambridge and the CBC.
4. There is a better alternative, which the GCP itself proposed in 2018. This is the building of a dedicated bus lane alongside the A1307, and a mile of new busway to the CBC – whose needs as it expands further would be better met. This alternative would avoid the creation of a huge blot on the landscape in a peaceful rural landscape. It is feared that such action will in the future encourage even more development,
5. In this time of financial pressure, it must be important to consider costs. The current GCP scheme is grossly more expensive than the preferred alternative. It was also only devised to fit in with a proposed very extensive light rail network, which has since been abandoned, so there would seem to be no reason to pursue it further when their original cheaper and less damaging alternative exists.
6. I hope these points will be given due consideration along with many others concerning the apparent complete lack of coordination with other potential transport schemes on the pipeline such as East West Rail which in itself will in its present form destroy our village life in this area as we know it.

Yours
Jill Whaley

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