

[REDACTED]

From: Felix Hodson [REDACTED]
Sent: 31 January 2025 20:52
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

To whom it may concern,

I, Felix Hodson, of [REDACTED], am writing to formally object to the Application for a Transport and Works Act Order submitted by the Cambridge Greater Partnership on 9 January 2025 for the construction of a new busway to the southeast of Cambridge.

The grounds for my objection are as follows:

1. The construction of five miles of new road through open countryside is unnecessary to deliver improvements in transport. A more sustainable and less damaging alternative exists, namely the 2018 proposal put forward by the applicant. This alternative involves building sections of bus lane adjacent to the A1307 and one mile of new road (busway), which would achieve similar transport and economic benefits.

2. This alternative proposal would avoid:

â€¢ The construction of two bridges over the River Granta chalk stream and the culverting of Hobsonâ€™s Conduit chalk streamâ€”both of which are environmentally significant watercourses.

â€¢ Creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.

â€¢ Building a new road through a countryside park, to the detriment of both its future users and the surrounding natural environment.

â€¢ Severing fields close to villages, making them vulnerable to future development and further harm to the countryside.

â€¢ Failing to fully serve the planned expansion of the Cambridge Biomedical Campus, whereas the alternative would better support its connectivity needs.

3. In addition to the above, I would like to emphasise the unique amenity that the Gog Magog Hills provide as a tranquil area for walking and connecting with nature in an otherwise busy, noisy, and fast-paced part of the country. The proposed busway would significantly impact this much-valued landscape.

4. As someone who regularly travels in the area, I can confirm that public transport links are already strong, including:

â€¢ Overland rail services connecting Cambridge and London.

â€¢ Park-and-ride services providing effective connectivity.

â€¢ Existing bus services that can be improved without the need for a destructive new road.

â€¢ Cycling infrastructure, including the Linton Greenway (connecting Cambridge to Babraham, Granta Park, and Linton) and the Sawston Greenway (linking Cambridge to Sawston), with Stapleford and Shelford already served by the DNA cycle path.

5. The cost of this development far exceeds its benefits. If the same budget were instead allocated to:

â€¢ Improving local bus services, making them more frequent, affordable, and reliable.

â€¢ Decarbonising the existing transport infrastructure, such as electrifying the local bus fleet.

â€¢ Enhancing pedestrian and cycle connectivity, which aligns with broader sustainability goals.

It would result in a far more sustainable and impactful approach to transport improvements in the region.

For these reasons, I strongly urge the Department for Transport to reject this application and instead pursue a more sustainable, lower-impact alternative that benefits both residents and the environment.

Sincerely,

Felix Hodson

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