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From: Felicity Cooke <[REDACTED]>
Sent: 05 March 2025 15:42
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

Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge

I, Dr Felicity Cooke, 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 follow.

The busway is intended to ease congestion on the A1307, and provide transport between the Cambridge Biomedical Campus, Babraham, Granta Park and Linton. Originally (in 2018) the GPC proposed a bus lane along the A1307. When this plan was abandoned by the Mayor in 2021, the obvious course of action would have been to return to the bus lane option, not least because the cost is significantly less (busway £160M at current prices, bus lane £60M). For unaccountable reason the GPC has stuck with its plans for a busway. **On cost grounds alone** the busway proposal should be abandoned.

There are further disadvantages to this scheme on **environmental grounds**. Cutting through five miles of rare chalkland would also involve the construction of two obtrusive bridges over the River Granta, and directing Hobson's Conduit into a culvert. Both watercourses are rare and vulnerable chalk streams, already under threat. This route would also cut across the Gog Magog Hills, a beautiful and much valued landscape in the south of the city. The sheer operation of excavating and constructing the busway would be hugely costly in environmental terms, even before it would come into operation.

The extensive system of Greenways, already under construction, and including a route which runs through Sawston, Stapleford and Great Shelford, will improve cycle alternatives to car use for access to the Biomedical Campus, Granta Park and Babraham, **reducing the need** for a dedicated busway.

I am a resident of Stapleford, one of the villages which the busway route purports to advantage. This is a **misrepresentation** on several counts:

- As in the other villages (Sawston and Great Shelford) the planned bus stops are well outside the village centre, involving an uphill walk. Accessing the Stapleford stop would either involve a cycle ride (and the village is already well served with the DNA path and the proposed Greenway) or a car journey, but for drop off only (therefore necessitating two-way journeys for drop-off and pick-up) as there are no parking facilities at this stop for a 'park and ride' option.
- The retirement village now under construction on the edge of Stapleford, was partly 'sold' to the village, and permission granted, on the understanding that a 'country park' would be open to village residents as an amenity. The proposed busway has halted the development of this 'country park' because it cuts through the area set aside for its development.

- The busway would block a well-used footpath/cycleway between Stapleford and Babraham/Sawston. This would not only be a loss of amenity, but cause a further degree of environmental damage.
- The busway would cross no fewer than three important east/west routes from the A1301 to A1307 (Granhams Road, Haverhill Road and Hinton Way). Traffic lights on these roads will cause stoppages several times in every hour, severely lengthening travel times for road users for whom the busway cannot serve any purpose.

As a local resident I am lodging this objection to an expensive, environmentally damaging, impractical scheme, for which a sensible and cheaper alternative exists.

Dr Felicity Cooke

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