

From: decency [REDACTED] >
Sent: 02 February 2025 14:05
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to DfT for new busway to SE of Cambridge

I J.V. Neal of [REDACTED] hereby register 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 southeast of Cambridge, as submitted by the Cambridge Greater Partnership on 9 January 2025.

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). My further grounds for this objection are outlined below.

The less destructive, less expensive, more modest and more deliverable previous proposal would:

1. eliminate the building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert;
2. avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area;
3. forestall the building of a new road through a countryside park, to the detriment of its current and future users as well as nature;
4. prevent severing fields close to villages making them vulnerable to future development with consequent further harm to the countryside and our environment;
5. better serve the planned expansion of the Cambridge Biomedical Campus and serve more of that Campus.

Bear in mind that the villages of Stapleford and Shelford are already served by the DNA cycle path. Other cycle routes in this area, already under construction, include:

- the Linton Greenway, which will connect Cambridge to Babraham, Granta Park and Linton;
- the Sawston Greenway that will connect Cambridge to Sawston.

The argument that the GCP's recently proposed busway route (to which I am objecting) serves these villages is plainly weak and invalid. The proposed bus stops are on the edge of the villages and uphill from them, making these less accessible for all bus passengers and particularly the elderly, as well as those travelling with burdens, physical impairments, or children/companions who need their protective care and attention.

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 must therefore be refused.

Dr JV Neal, [REDACTED]
[REDACTED]

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