

[REDACTED]

From: Mike Evans <[REDACTED]>
Sent: 12 February 2025 12:11
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

Dear Madam or Sir

WE, Mary and Mike Evans, of [REDACTED] are 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 prior consultations, in which we participated, did not in their responses consider the points that we made. It seemed as though they had been sought and not read. As we pointed out, similar transport and economic benefits at much lower cost 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 only 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.
- The construction of 5 miles of new road through open countryside is unnecessary to deliver improvements in local public transport. These can be achieved without wholesale damage to the environment.

An alternative scheme is possible but those in authority have declined to consider it even though it offers substantially the same benefits at significantly lower cost, both financially and to the environment.

Kind Regards

Mary and Mike Evans
[REDACTED]

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