

[REDACTED]

From: Mike Snaith <[REDACTED]>
Sent: 20 February 2025 15:04
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

I, Dr Michael Snaith, 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 are the following:

The building of 5 miles of new road through open countryside is wholly unjustified and ill-conceived. If there is a need to create a busway (which I think is debateable at best) then 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 just 1 mile of new road (busway).

The GCP has been involved in a number of proposals to date which have been rejected and this unelected body does most definitely not represent the interests of the community which it claims it is trying to enhance.

The alternative option building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway) is a much more considered solution which would have a whole host of advantages compared with blinkered and ill-conceived scheme being put forward by the GCP. These include:

- Avoiding creating a permanent scar in the Gog Magog Hills landscape, a unique landscape in the Cambridge area.
- Avoiding building a new road through a countryside park which would be extremely destructive.
- Estimated to cost £100 million less
- Avoiding severing fields close to villages making them vulnerable to future development and further harm to the countryside.
- The alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.

As a local resident and an owner of a new start-up in Biomedicine, I feel particularly well placed to give an informed and balanced opinion. To my mind the busway per se is not a sound use of resources and instead the money should be used to seed Technology parks further away from the centre of Cambridge rather than expanding the Cambridge Biomedical Campus (CBC). This would be a forward-looking alternative that would do much more to address the traffic burden issue.

AstraZeneca (AZ) recently relocated to the CBC and through having representation on the Executive Board of the GCP is trying to force through their own self-serving plans for easing the very transport challenges that they created. A new station is already in the process of being built at huge cost which AZ lobbied for and the previous Conservative government granted. AstraZeneca had several site options for their relocation but chose CBC despite knowing all the problems that its staff would face. It is also very relevant that the same person who is now on the GCP promoting the busway was involved in the ill-conceived decision for AZ to re-locate to CBC.

Finally, I understand that one argument being used to promote the route submitted by the GCP is that it will be used by local residents. As a local resident living in Great Shelford, I can not see any benefit in having the busway and do not envisage using it.

I would strongly urge you to reject the application by the Cambridge Greater Partnership for a Transport and Work Act Order to enable the new busway that was submitted on 9 January 2025.

Dr Michael Snaith

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