

From: John Cooper <[REDACTED]>
Sent: 23 February 2025 11:41
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order, Cambridge South East

Dear Secretary of State for Transport,

I am writing to make a formal objection to the Application for a Transport and Work Act Order for a new busway to the south east of Cambridge, as submitted by the Greater Cambridge Partnership (GCP) on 9 January 2025.

My name and address are:

John Cooper
[REDACTED]
[REDACTED]
[REDACTED]

I would like to make it clear at the outset that I am fully supportive of the intended further development of the Cambridge Biomedical Campus (CBC), which has the potential to generate major healthcare, economic and social benefits for Cambridge, the UK as a whole, and indeed beyond the UK.

The grounds for my objection to this particular application are:

1. It involves building 5 miles of new road through open countryside. Similar benefits for CBC's development can be obtained by building a bus lane alongside the existing A1307 and only one mile of new busway. This alternative scheme, developed by Cambridge Past Present and Future and others, would be much cheaper (less than half the cost, I understand), less risky, more quickly deliverable, and less damaging to one of the most important landscapes in the Cambridge area.
2. There would be a very significant impact on the local environment, including the building of two bridges over the River Granta chalk stream; putting the historic Hobson's Conduit chalk stream into a culvert; building the busway through a countryside park; and the damage to the almost unique and much-loved Gog Magog Hills chalk downland.
3. It would have the effect of rendering many acres of excellent farmland much less attractive to operate, which is very unwise in the current geopolitical and economic situation.
4. The proposed cycle routes alongside the proposed busway are not necessary, as developments such as the Linton Greenway and Sawston Greenway are already in hand.
5. GCP's assertion that the busway will serve the villages of Stapleford, Shelford and Sawston is unconvincing, as the route is at the very edge of these villages, a long way from their centres of population. The great majority of the local population would have to drive to the proposed busway stops, which seems to defeat the very purpose of the scheme.

In short, this is a very bad and very expensive solution to the problem of supporting the growth of the CBC.

Yours sincerely,
John Cooper

23 February 2025

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