

[REDACTED]

From: archie garden <[REDACTED]>
Sent: 20 February 2025 21:55
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

I 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 Greater Cambridge Partnership on 9 January 2025. The grounds for this objection are the following:

- 1) I have attended meetings of the GCP (Greater Cambridge Partnership) as well as several other local meetings on this subject, and have been disappointed at the GCP's unwillingness to consider more cost effective and less damaging solutions.
- 2) 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).
- 3) The GCP documents the planned growth of businesses along the A1307, therefore it would seem more sensible to invest in a widening of the A1307 to include dedicated bus lanes to service those businesses, rather than diverting away from the A1307 - thus supporting all planned growth.
- 4) I have enjoyed the amenity of the permitted bridleway through the green belt for the 12 years that I have lived in Stapleford, and this amenity will be lost with access to the greenbelt restricted.
- 5) The Gog Magog Hills protected amenity area has important views over the green belt and countryside, which would be permanenently scarred by the construction of the busway, bridges and culverts.
- 6) The GCP provided documents do not indicate the number of anticipated passengers, and as the rush hour traffic on the A1307 is only problematic between the hours of 07:30 to 08:45 inbound to Cambridge and the Addenbrookes campus, I would suggest the destruction of greenbelt is not warranted, as cheaper alternatives exist - and the hurdle to warrant construction in the greenbelt has not been proven.
- 7) the proposal of a bus lane alongside the A1307 would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.

8) 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.

9) As a Stapleford resident I find the proposed location of the Stapleford stop to be too far north for most Stapleford residents, also being uphill so difficult for elderly and infirm to walk.

10) I don't believe a value for money case has been made, especially as I believe (albeit anecdotally as the original option hasn't been properly costed) would be tens of millions of pounds cheaper than building 5 miles of new road through the greenbelt.

Yours faithfully

Archibald Garden

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