

[REDACTED]

From: Kim Whittlestone <[REDACTED]>
Sent: 21 February 2025 14:48
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

To: Transport Infrastructure Planning Unit, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR.

I, Kim Whittlestone of [REDACTED], hereby submit my formal objection to the “Application for a Transport and Works Act Order to the Department for Transport for a new busway to the southeast of Cambridge,” submitted by the Cambridge Greater Partnership on 9 January 2025.

My objections are based on the following concerns:

- The proposed construction of five miles of new road through open countryside appears excessive for achieving transport improvements. A more modest scheme—akin to the 2018 proposal that entails adding bus lanes alongside the A1307 and constructing only one mile of busway—could deliver similar transport and economic benefits while minimizing environmental impact.
- The alternative approach would eliminate the need for constructing two bridges over the River Granta chalk stream and for placing Hobson's Conduit chalk stream into a culvert, thereby preserving these important watercourses.
- It would also protect the integrity of the Gog Magog Hills landscape, an area of significant natural value in Cambridge, by avoiding a permanent scar on the landscape.
- Constructing a new road through a countryside park would negatively affect both its future users and the local environment, a detriment that this alternative plan would avoid.
- Furthermore, the current proposal risks severing fields adjacent to villages, potentially opening them up to further development and additional harm to the countryside.
- Finally, the alternative would better support the planned expansion of the Cambridge Biomedical Campus, serving a larger area and meeting future transport needs more effectively.

Additionally, I wish to express that if the plans were to go ahead, I and my fellow villagers’ are unlikely to use the proposed five-mile busway. Although the councils have indicated that the route was chosen to serve local villages, the fact that the bus stops are positioned on the outskirts of these villages makes the service impractical for many residents.

I trust that these points will be carefully considered in the evaluation of the application.

Yours sincerely,

Kim Whittlestone

service.
