

[REDACTED]

From: Tracey Brown <[REDACTED]>
Sent: 19 February 2025 21:23
To: TRANSPORTINFRASTRUCTURE
Subject: FORMAL OBJECTION to the TWAO for a new busway submitted by the Greater Cambridge Partnership to the DfT

Dear Secretary of State for Transport:

My name is Tracey Brown and I am a resident of Great Shelford, a village just south of Cambridge. My address is provided at the end of this message.

I am sending this email to formally object in the strongest terms to the Application for a Transport and Work Act Order to the DfT for a new busway to the southeast of Cambridge. This application was submitted by the Greater Cambridge Partnership on 9 January 2025.

I recognise the need for improvements in Cambridge transport, especially on the routes to the Cambridge Biomedical Campus and the Babraham Research Centre. But the solution being pursued by the GCP is nonsensical. Transport improvements can be achieved in a much cheaper, much less environmentally damaging way by instead building sections of bus lane adjacent to the A1307 together with about 1 mile of new road. The alternative I support was originally proposed back in 2018 but was rejected at that time due to it being incompatible with the Cambridge Autonomous Metro (a project that has since been scrapped).

I formally object to the GCP's application for the following reasons:

- There is a significantly cheaper and less environmentally damaging alternative than the off-road busway that is being pursued.
- The proposed off-road busway purports to serve the villages along the route but in fact, it does not. Despite GCP claims, the location of the stops will not attract villagers (I know this because I am a villager that could never imagine using this route). To be fair, the better alternative (bus lane sections along the A1307) also will not serve villagers in Great Shelford or Stapleford.
- The GCP argues that an off-road busway will offer active transport options that the A1307 route can't provide, but this justification for the off-road busway is a red herring. Active transport routes are already being addressed through the wonderful Linton Greenway and Sawston Greenway projects and we also have the DNA path.
- The off-road busway being proposed will require two large bridges over the River Granta chalk stream and will also require routing the historic Hobson's Conduit chalk stream through a culvert. The A1307 alternative would not require either of these horrible assaults on our precious chalk streams.
- The off-road busway being proposed will carve a road through a much-loved country park and will scar views of the Gog Magog Hills. Putting bus lane sections along the A1307 would not have this terrible impact.
- Cynically, one might think that the reason the more expensive, more environmentally damaging off-road busway option is being pursued is because carving up the greenbelt will make surrounding areas vulnerable to further development. I am not anti-development, but I think that development should not be done at the expense of the greenbelt when other, less damaging and less expensive options exist.

Thank you for allowing me to lodge my formal objection to this ill-conceived Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge by the Greater Cambridge Partnership. I do hope that those in power will see sense.

Sincerely,
Tracey Brown
[REDACTED]



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