

[REDACTED]

From: Nicky W <[REDACTED]>
Sent: 19 February 2025 17:02
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

Heidi Alexander
Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Ms Alexander

Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the southeast of Cambridge

I am a resident of Great Shelford, South Cambridgeshire: my postal address is [REDACTED]
[REDACTED].

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 Cambridge Greater Partnership on 9 January 2025. The grounds for this objection are the following:
Whilst I am very keen to have improved transport services into and out of Cambridge and the surrounding area, the construction of 5 miles of expensive new road through open countryside is totally unnecessary to deliver improvements in transport. Similar transport and economic benefits can be achieved by building a version of the scheme which first proposed by the applicant in 2018. This would involve building sections of bus lane adjacent to the existing A1307 and 1 mile of new road (busway). This alternative would be better, more useful to the local community and much cheaper.
This alternative would avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert.
This alternative would avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.
This alternative would avoid building a new road through a countryside park, to the detriment of its future users and nature.
This alternative would avoid severing fields close to villages making them vulnerable to future development and further harm to the countryside.
This alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.
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.

Our councils say the main reason they have chosen that route is to serve the villages but the bus stops are on the edge of the villages uphill and a considerable distance from the centre of the village (it would take me about half an hour to walk to bus stop, so me and my neighbours in the village simply would not use it).

Yours sincerely

Nicola Winch

[REDACTED]

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