

[REDACTED]

From: Dinah Brooks <[REDACTED]>
Sent: 22 February 2025 15:25
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

I, Dinah Brooks of [REDACTED], 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:

The construction of 5 miles of new concrete running track (busway) through open Green Belt 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 busway.

The countryside, across which the busway would pass, is rolling agricultural hills south east of Cambridge. The land is very open resulting in the busway being very evident in the countryside with long views from the surrounding area and villages. As well as the 5 mile long, 14m wide concrete track and moving buses being introduced into the countryside, there would be large concrete bridges and viaducts over two rivers, the culverting of a chalk stream, seven road crossings each with traffic lights and lighting, bus stops including structures, drop off area, access road, lighting etc. The busway would terminate at a sprawling park and ride, again on open countryside, and very visible from surrounding roads. It would contain tall lighting columns, 4m high car charging canopies and a passenger waiting structure. All in all, the proposals amount to highly urbanising and unnecessary features being introduced into virgin agricultural landscape.

The proposals would also do harm to the purposes of the Green Belt particularly to openness.

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 historic 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.

In summary, the current proposals are harmful to the rural landscape character of the area, to the purposes of Green Belt, to the ecology and biodiversity of the area including to hedgerows, trees and to water bodies. Why urbanise the landscape when there is a perfectly viable and cheaper alternative to run beside the existing A1307 Babraham Road. The current scheme is non-sensical.

Yours sincerely Dinah Brooks

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