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From: Jo Pearce <[redacted]>
Sent: 16 February 2025 14:41
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 live in Great Shelford, Cambridge and 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.

I consider the construction of 5 miles of new road through open countryside both unnecessary and irrational 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).

The 2018 alternative would avoid:

- creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.
- building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert (£15m-18m).
- building a new road through a countryside park, to the detriment of its future users and nature. It is a very popular super space that I regularly visit for recreation, as do many people.
- severing fields close to villages making them vulnerable to future development and further harm to the countryside. The infrastructure (water, roads, parking, doctors and schools etc) appears to be at capacity already.

The 2018 alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.

The costs for the Jan 2025 proposal are enormous with £11m - 13m on surveying, drilling and soil samples. Surely these would reduce if the 2018 alternative along the existing A1307 were adopted as it has already been proven to be suitable. Professional fees of £25m - £28m are nearly 50% of the highway works of £52m-£61m. This seems extraordinary and by implication that the complexity and risks are disproportionate and that the 2018 alternative would be a lower risk, more straightforward and rational option.

As a resident of Great Shelford, and from conversations with neighbours, I don't believe the busway is a good option for the village, being on the very outskirts of the village. I won't be using it. There seems insufficient evidence of its attraction to justify bringing the route through the January 2025 route.

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, which I use all the time and will continue to use, together with the no.7 bus, which goes along the centre of the village to Cambridge, via Addenbrookes. If you would like to improve transport links for Great Shelford, please upgrade the DNA path, which is too narrow and badly lit.

Regards

Joanna Pearce

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