

[REDACTED]

From: Valerie Bevan <[REDACTED]>
Sent: 07 March 2025 22:24
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, Valerie Bevan, 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 road through open 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 in 2018, which involves building sections of bus lane next to the A1307 and 1 mile of new road, in the form of a busway. This alternative would avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert, with the environmental impact on the Nine Wells nature reserve this would entail.

This alternative would avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area, and one which my family, along with many other residents of Sawston, have appreciated and of which they availed themselves for country walks for decades. It would also avoid building a new road through a countryside park, to the detriment of its future users and nature and would mean that fields close to the villages are not severed and thus made more vulnerable to future development and further harm to the countryside. Furthermore, it would provide better for 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.

While the proposed bus stop on the north-east edge of Sawston would be convenient for one new housing development -- which could as well be served by extending the existing Stagecoach 7 bus route -- it is too far from the centre and south of the village to be useful the majority of the inhabitants, let alone commuters to the new Unity Campus and other redevelopment of the former tanneries, and proposed developments to the site of the former Spicers paper mill, all of which would benefit from a railway station in the vicinity of the latter, rather than an expensive new bus lane that is a blight on the countryside.

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