

[REDACTED]

From: Coppendales <[REDACTED]>
Sent: 05 February 2025 12:54
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

We, John and Sarah Coppendale, of [REDACTED] are 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 Greater Cambridge Partnership (GCP) on 9 January 2025.

The grounds for our objection are the following.

We are aware that the planning of the CSET busway is well advanced, but we are objecting to the proposed route. Although we are supportive of improvements to the local transport infrastructure in principle, we and many other individuals and local bodies have asked the GCP to undertake a detailed cost-benefit analysis of the alternative route running along the A1307 (which already has dedicated bus lanes along part of its route) before proceeding to the next stage with the current scheme. This alternative route would be a fraction of the cost of the currently proposed route and was first proposed by GCP in 2018. The alternative route would also better serve the planned expansion of the Cambridge Biomedical Campus.

We believe that the currently proposed CSET route is highly questionable on the grounds of:

1. Value for money
 2. Environmental impact
 3. Convenience for local residents
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1. Value for money - The estimated cost for the 8 km busway is approximately £160m. At £20m per km this is an extraordinarily high cost for building a new road across relatively flat countryside. The estimated cost has already risen considerably and, if past local infrastructure projects are anything to go by, the final cost will be at least £200m or considerably more. The alternative A1307 route would cost far less at a time when public finances are under severe pressure.
 2. Environmental impact – the busway will have a serious detrimental impact on an important area of countryside south of Cambridge and will involve the building of at least two substantial concrete bridges across the River Granta chalk stream and putting the Hobson's Conduit chalk stream into a culvert. The alternative route would also avoid creating a scar through the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area and would avoid building the new road through a countryside park, to the detriment of its future users and nature.
 3. Convenience for local residents – The busway will bypass the outskirts of the three intermediate villages on the route (Sawston, Stapleford and Great Shelford). In each case it will pass at a considerable distance from the centre of these communities and will therefore be of little use to the majority of their residents who may wish to use it.

We request the Secretary of State to take these factors into account before allowing the application to proceed to the next stage.

Yours sincerely

Dr John Coppendale & Dr Sarah Coppendale, [REDACTED]

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