

[REDACTED]

From: Jackie Baker <[REDACTED]>
Sent: 06 March 2025 18:40
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

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

I, Jackie Baker 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 Greater Cambridge 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 by the applicant in 2018. This would involve building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway).

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.

As someone who lives in the centre of the village, I already make regular use of the cycle path for trips into Cambridge, or where that is impractical, use the village train station or bus connections (either nearby park & ride or local routes). The proposed busway neither offers something that we want or need, especially as we have the new railway station being built at Addenbrookes (does a village really need both a mainline railway and this busway?). With the current options, why do we need this, especially as the associated busway parking is located on the fringe of the village and will only encourage more car drivers to commute into and through the village, via residential streets.

In summary, this feels like another plan from the Cambridge GCP, which although well intentioned is poorly thought out (see their track record on underachieving projects which have made national headlines, or seen complete U-turns). A robust, cheaper alternative solution is available for servicing the Biomedical Campus's and I hope this scheme will be rejected in favour of the better alternative.

Best regards

Jackie Baker

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