

[REDACTED]

From: Tristan Lane [REDACTED] >
Sent: 02 February 2025 13:06
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

Dear Sir or Madam,

I, Tristan Lane, 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 by the applicant in 2018. This would involve building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway). In light of people working from home, I do not think the benefits (thin as they are) even exist any more.

- This alternative would avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert. A terrible idea planned by people who evidently have no interest in the area, or indeed nature.

- 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, and would avoid severing fields close to villages making them vulnerable to future development and further harm to the countryside.

Whilst I think the Biomedical Campus does not need a busway, the 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.

I live in Stapleford, and am currently served by an excellent cycle way and a regular bus service, which runs through the village. I and my family would not use the busway, as it is not convenient for the village or for Cambridge, and appears specifically designed to

promote development of the land for housing on Greenbelt land. I fear and suspect that the excellent 7 service will become non-viable and therefore this "benefit" will lead to the bus service being removed and worsen transport for all.

There is no business case for the busway in light of the move to working from home - who exactly will use it? No villagers or workers will use it, and it appears to be a vanity project from a different era. It will not help the Biomedical Campus and is likely to not be used once the new station launches, which I suspect has not even entered the designers' minds.

Busways are not used across the world because they are not efficient methods and damage the landscape. The cost of the busway is extraordinary and should be spent on helping ensure an electric bus route is preserved for all, not just for a fantasy population that "might" use the busway.

[If you live in Stapleford, Great Shelford or Sawston you might also give your view on how likely you (or your fellow villagers) might be to use the proposed 5 mile busway. Our councils say the main reason they have chosen that route is to serve the villages but the bus stops are on the edge of the villages uphill.]

Yours Faithfully,

Tristan Lane

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