

From: Therese Bruce <[REDACTED]>
Sent: 04 March 2025 17:13
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 Thérèse Bruce 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 14 meter wide road way and two massive bridges through open green belt countryside is absolutely unnecessary to deliver improvements in transport. The cost estimate of £160 million.

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. Cost estimate £60 million.

This alternative would avoid creating a scar in the Gog Magog Hills landscape, one of the most important beautiful landscapes in the Cambridge area.

This alternative would avoid building a new 14 meter wide 3 lane road through the middle of a beautiful countryside park, to the detriment of its future users and deep detriment of nature. This alternative would avoid severing fields close to villages making them even more vulnerable to future development and further harm to the countryside.

This A1307 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.

My village will not be served by the proposed 5 mile busway though the green belt. It will further obstruct local access to the A1307 by placing traffic lights on 3 road crossings from the A1301 to the A1307 to access Cambridge, in addition to current railway crossings on 2 of 3 of these roads.

The proposed bus stops are well outside Sawston, Stapleford and Sawston with nowhere to park except for 5 disabled parking places. Our councils say the main reason they have chosen that route is to serve the villages, but the bus stops are on the far edge of the villages and uphill. This will encourage building development around the bus stops on odd parcels of land nearby that no longer serve farmers.

Babraham will also be obstructed by the busway crossing their High Street to access a massive P & R car park which, by the look of it, on a map, might be bigger than Babraham village. There will have to be a crossing and lights to stop traffic driving into Babraham from the A505. A huge amount of urbanisation of Babraham village will follow, no doubt. The identity of the ancient village of Babraham will be lost.

The green belt, which is also productive farmland, will itself be carved up so some areas will be difficult for the farmers to access. These areas will be orphaned and become targets for initial development, then all the rest of the remaining green belt on either side of this busway will be developed. The two alternatives, bus lanes along the A1307 and the Light railway suggested (below) will not do this.

The other alternative is of a light railway that would link Haverhill to Shelford Station and then onto Cambridge South Station along existing mostly unused land that was previously a railway before Beeching's cuts. I understand the 5 Mile busway will cut off this possibility if it is built. Haverhill, I believe would like to reinstate rail links. I believe this option was considered when the "Metro under Cambridge" was in consideration. This will also be a good alternative proposal to reconsider, given that the "Metro under Cambridge" concept has since been dropped.

Another problem of the Busway is that only buses adapted to the Busway can use the busway leaving it closed to other forms of traffic like Emergency services or ordinary buses and coaches. This is a serious limitation to its usefulness and at what a price!

In the early days of this 5 mile busway proposal, it seemed to me like it would end badly. It is very expensive, damaging our local beautiful countryside when better solutions to traffic congestion in Cambridge can be found.

Kind regards
Thérèse Bruce

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