

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

I, Rosemary Ridley 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. While the need to relieve congestion in and around Cambridge is paramount, this is NOT the way to help ease it. The grounds for this objection are the following:

Firstly, 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 sections of bus lane adjacent to the A1307 and 1 mile of new road (busway). A version of this scheme was the first and very wise proposal by the applicant in 2018.

The A1307 alternative has many benefits including a huge reduction in cost of about £60,000. Benefits would include:

1. It would avoid ruining one of the most beautiful landscapes in Cambridgeshire, that of the Gog Magog Hills, enjoyed not only by local residents but also by visitors to Cambridge and from far afield.
2. Hopefully it would alleviate the traffic jams on the A1307 into Cambridge in the mornings as faster buses would encourage drivers to transfer to buses.
3. It would avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert. They would not only be unsightly, but above all, further damage and threaten our severely endangered Chalk streams, of international importance. They are already under severe threat from droughts and over usage, let alone the constant government desire to vastly expand housing and businesses around Cambridge despite the severe water shortage. .
4. It would also avoid building a new road through a countryside park, to the detriment of its future users and nature.
5. It hopefully deter further infilling near the Gog Magog hills and to the greenbelt alongside the local villages, since it would not sever fields close to villages making them vulnerable to future development and further harm to the countryside.
6. This alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.
7. 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. Several of these will be wide enough or widened to include horse usage.

8. The busway would not offer any advantages to residents of Stapleford and Shelford being on the Eastern edge. We have 2 buses that run through the centres of Stapleford and Shelford as well as the station in Shelford on the Liverpool Street Line. The latter will be further enhanced by the completion of the Cambridge South station. The bust stops, lights and parking for the busway would simply cause further congestion and less mobile people need a car to get there.