

[REDACTED]

From: Edmund Rose <[REDACTED]>
Sent: 10 February 2025 19:34
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the DfT for a new busway to the southeast of Cambridge

I, Edmund Rose, address as below, am writing to formally object to the Application for a Transport and Work Act Order to the Department for Transport for a new busway to the southeast of Cambridge, as submitted by the Cambridge Greater Partnership on 9 January 2025.

My grounds for objection are as follows:

The construction of five 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 GCP 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:

- a) building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert.
- b) creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.
- c) building a new road through a countryside park, to the detriment of its future users and nature.
- d) 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.

The GCP 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 from the main residential area and are therefore highly unlikely to be of any use to village residents.

The GCP have steadfastly ignored local opinion which is not against the principle but is against the proposed route thus making a mockery of local democracy.

I trust you will give due consideration to these objections.

Regards

Edmund Rose

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Edmund Rose



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