

From: Diana Lloyd <[REDACTED]>
Sent: 22 February 2025 10:41
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway to the South-East of Cambridge

To the DfT,

I am writing to make formal objection to the above application as submitted by the Greater Cambridge Partnership (GCP) on 9th January 2025. My objection is based on grounds of cost, practicality and environmental damage.

Cost. The Better Ways for Busways, a non-political, single purpose organisation, set up to reflect the views of local Parish Councils employers, local residents and others most directly affected by the GCP proposals has designed and costed an alternative busway design. This would meet the needs for improved public transport at less than half the cost of the GCP proposal. Their design is, in fact, a close version of the scheme first proposed by the GCP in 2018.

Practicality. The Better Ways proposal, which runs alongside the existing A1307 could be built in stages which could come into use incrementally. Additionally it would not duplicate the cycle routes already available or under construction. The Better Ways design would also better serve the Cambridge bio-medical campus, one of the main purposes of improved public transport.

The GCP claim that their busway would better serve the villages through or near which it passes. As a resident of Great Shelford (see below) I know this is untrue. The route stop would be on the very outer edge of the village away from the main centre, as opposed to existing bus routes which serve this and other villages extremely well.

Environmental damage. The GCP, instead of running alongside existing roads would cut a scar through open countryside endangering bio-diversity and agricultural land as well as impacting adversely on important and valued public space such as the Gog Magog hills, Nine Wells Nature reserve and the River Granta valley.

The arguments in favour of the Better Ways for Busway proposal and concern about that from the GCP have been put to the GCP and component council. They have been dismissed without clearly stated reason.

I am thus writing to ask that, at an open public enquiry the views of local people and the costed alternative put forward by Better Ways for Busways are considered in full and without prejudice.

Yours sincerely

Diana Lloyd



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