

2 March 2025

To the Secretary of State for Transport

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

Dear Sirs,

My name is Anna Gannon, and I have lived at [REDACTED] I 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 laborious, expensive and damaging construction of 5 miles of new tarmac, bus only, road through open countryside is unnecessary to deliver transport improvements and is highly environmentally damaging, with a huge carbon footprint, and price label, not to mention severe local disruption during construction.
- The aimed-for transport and economic benefits can be achieved more speedily and cost-effectively through a better alternative, targeting specific road congestion hotspots (a version of the scheme first proposed by the applicant in 2018): this would simply involve building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway) on the existing highway (A1307).
- This alternative would better serve the planned expansion of the Cambridge Biomedical Campus and reach more of the Campus. Most importantly, it can be delivered sooner and far more cheaply, and is less damaging to the surrounding area.
- From the environmental point of view, the plan is disastrous: it proposes two bridges over the river Cam, further damaging and polluting this river, part of our precious and very rare chalk streams network in the area, which includes the historical Hobson Conduit.
- Visually, the busway would be a jarring scar on the Gog Magog Hills landscape, one of the most important prehistorical landscapes in the Cambridge area.
- The proposed busway route would cut through several fields close to our villages and render them uneconomical to farm, not only harming the countryside and its biodiversity, but our food-growing capacity. Such scheme would render ‘orphaned fields’ vulnerable to future development and further damage our countryside.
- As a resident of Great Shelford, I must also add that the proposed bus stop on Hinton Way, at the very edge of the village and steeply uphill, would be of no use whatsoever to the residents. We are far better served by the ‘DNA cycle path’, which allows a fast, safe and pleasant ride to the Biomedical Campus. Other cycle routes in this area are already under construction: the Linton Greenway, which will connect Cambridge to Babraham, Granta Park and Linton; and the Sawston Greenway that will connect Cambridge to Sawston.

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I sincerely hope the plan proposed for this new busway will undergo the most careful scrutiny. At a time when money is so scarce, and calls so many, it is imperative that alternative solutions are considered most seriously. The saving if adopting the alternative proposal (sections of bus lanes on existing highway) is said to be in the region of £100m.

Kind regards

Anna Gannon

Dr Anna Gannon

