

[REDACTED]

From: Clare Arthurs <[REDACTED]>
Sent: 06 March 2025 18:29
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

Dear Sirs

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

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.

I have already written to the Mayor, Councilors and representative to vehemently disagree to the planned tarmac busway through the beautiful greenbelt of Stapleford and Shelford but the GCP Joint partners have ignored my concerns.

In my opinion the CSET phase 2 consultation questionnaire was biased and aimed at achieving a pre-defined objective. Was the question "do you support or oppose the concept of a Busway on the planned route" the first question asked? Most respondents strongly objected to the alignment of the Sawston to Babraham route but were not asked about their objection to the alignment of the rest of the route.

The grounds for this objection are the following:

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 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). The council have not investigated this alternative sufficiently to be able to reach an appropriately considered decision. Any decision made without such proper consideration will surely be considered unreasonable and open to challenge.

This alternative (A1307 development) would:

1. Avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert.
2. Avoid creating a scar in the Gog Magog Hills landscape, churning up greenbelt land and one of the most important landscapes in the Cambridge area.
3. Avoid building a new road through a countryside park, to the detriment of its future users and nature.

4. Avoid disrupting natural habitats of many birds, deer and other at-risk wildlife. In particular it would avoid impacting the nature reserve at Ninewells. The environmental impact has been poorly considered and the proposed route through vast tracts of open farmland can only be of net detriment to the local wildlife and community.
5. Avoid severing fields close to villages making them vulnerable to future development and further harm to the countryside.
6. Avoid millions being spent on a white-elephant project of little use to the local community
7. Avoid increasing traffic pollution from stationary traffic on the road junctions that the busway will create, with associated local pollution and health risks. The traffic noise, exhaust fumes and light pollution effects on local residents have not been properly assessed or taken into consideration. I have agreed to have noise monitoring on my property on more than 4 occasions for this purpose but this offer has not been taken up.
8. Avoid creating traffic jams and parking issues at or around the proposed traffic stops along the routes. No provision or thought has been given to parking adjacent to the proposed route, and whether any mitigation is required such as double yellow lines. Neither have I received any meaningful response in relation to concerns about the impact of emergency vehicles being able to quickly access the villages of Stapleford and Shelford once there is a second level crossing on both Hinton Way and Granhams Road.
9. Better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.
10. Be much quicker, cheaper, safer and easier to implement, and with minimal disruption to local traffic and other developments

Cycle routes in this area are already under construction and include the Linton Greenway which will connect Cambridge to Babraham, Grant Park and Linton; and the Sawston Greenway that will connect Cambridge to Sawston. Stapleford and Shelford are already served by the DNA cycle path.

As a resident of Great Shelford (next to where the busway will cross Hinton Way), I can tell you that it does not meet any of my travel needs, I have no requirement for the busway.

I already have a choice of 3 non-driving routes into Cambridge: via the DNA cycle path, mainline railway at the bottom of Hinton Way, and Park-n-Ride buses at the other end of my road. No local residents require another route into Cambridge above and beyond those which already exist. I have no requirement for another route, and I disagree with the council proposition that this “serves the villages”, at least in so far as it relates to Shelford and Stapleford.

The combination of a new A11 travel hub and improved (preferably electric) buses into Cambridge on the existing A1307 is by far the most logical, least disruptive and environmentally friendly approach, and in tandem with a Congestion Charge would dramatically alter the influx of Cambridge traffic, negating the need for any new transport routes. Alternatively re-evaluating the old railway line and other existing transport routes would have far less environmental impact.

The project requires re-evaluation in light of people working from home after the coronavirus pandemic, with particular regard to the cost / benefit analysis. Revisiting the modelling to take into account reduced levels of employment and/or increased numbers of people working from home post COVID will shed light on these issues. If this has it been done, it has not been communicated effectively.

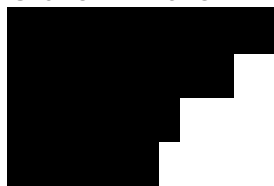
I strongly oppose the GCP's Cambridge South East Transport plan as a white elephant through the greenbelt, and I urge you to protect the environment in an era of growing climate change concern when the evidence for your proposal is severely lacking.

There is a moral obligation on all of us in 2025 to consider the effects of our actions for the next generations in light of all of the available evidence and likely predicted future outcomes, and our failure to act appropriately now will have long lasting detrimental effects on the next generations.

If you are willing to listen to the local community and take our views into consideration properly, we can work together to get a better solution that improves transport and addresses the needs of the local economy without destroying the countryside.

Thank you for standing with us at this critical moment.

Yours faithfully
Clare Arthurs



Sent from my iPhone

This email has originated from external sources and has been scanned by DfT's email scanning service.
