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From: James Woodcock <[redacted]>
Sent: 09 February 2025 13:51
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 Cambridge

Dear Ms Alexander,

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 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).
- This alternative would better serve the planned expansion of the Cambridge Biomedical Campus and serve more of the Campus.
- This alternative would avoid harm to one of the few relatively unspoiled areas of countryside in the local area that is accessible to the public. This area is desperately short of public footpaths and the proposed busway will harm one of the few local walks of moderate distance and as such one of the most valued routes in the local area. We live in an era of increasing threats to nature, of decreasing access to nature, and a growing mental health crisis. The proposed route would exacerbate these problems.
- This alternative would avoid harm to globally rare chalk streams. It would avoid building two bridges over the River Granta chalk stream and putting the historically significant and fragile habitat of Hobson's Conduit chalk stream into a culvert.
- This alternative would avoid creating a scar in the Gog Magog Hills landscape, one of the most important and loved landscapes in the Cambridge area, an area that is profoundly short on publically accessible, meaningful natural spaces.
- This alternative would avoid building a new road through a countryside park, to the detriment of its future users and nature.
- This alternative would avoid severing fields close to villages, which would make them vulnerable to future development and further harm to the countryside.
- 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 claim by the council that this route will provide a service to the villages is unfounded. The proposed bus stops are not convenient for most residents of the local villages of Stapleford, Great Shelford, Sawston and Little Shelford.

I write as someone who supports public transport, supports a green agenda, and supports a reduction in traffic. However, the proposed route will harm local amenities,

local nature, and our quality of life, without providing adequate public transport links for the local villages it purports to. There are better alternatives.

I urge you and the council to reconsider before irreparable harm is done.

Yours sincerely

James Woodcock

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