

[REDACTED]

From: Rob Harris [REDACTED]
Sent: 03 February 2025 07:29
To: TRANSPORTINFRASTRUCTURE
Subject: Objection to Transport and Work Act Order to the Department for Transport for a new busway to the southeast of Cambridge

To whom it may concern,

I, Robert Harris, of [REDACTED], am writing to make a formal objection 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 Greater Cambridge Partnership on 9 January 2025.

The grounds for my objection are as follows:

The construction of 5 miles of new road through open countryside is unnecessary to deliver improvements in transport. Similar economic benefits can be achieved by building a version of the scheme first proposed by the applicant in 2018, likely at lower cost both in economic and environmental terms. This would involve building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway).

This alternative would:

- a) avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit into a culvert.
- b) avoid creating a scar in the Gog Magog Hills landscape, one of the most important landscapes in the Cambridge area.
- c) avoid building a new road through a countryside park, to the detriment of its future users and of nature.
- d) avoid severing fields close to villages making them vulnerable to future development (that local water and sewage infrastructure is inadequate to support) and further harming the countryside.
- e) better serve the planned expansion of the Cambridge Biomedical Campus and the transport needs of those travelling to 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, which will connect Cambridge to Sawston. Stapleford and Shelford are already served by the DNA cycle path.

As a resident of Stapleford, I've been told by the council that the main reason for their choice of route is to better serve the villagers with buses. However, Stapleford is already well served by the number 7 bus and both Babraham Road and Trumpington Road park & ride services within a short drive or cycle. In addition, the proposed locations of the bus stops are so far from the main village that it would take me longer to walk to the bus stop than it would to drive into Cambridge and park. I will, therefore, never use the bus stops that the council says have been located to serve my transport needs - they simply do not achieve this.

Furthermore the applicant's scheme will restrict access to the countryside for villagers. The new busway is planned to cut straight across a much-loved and frequently-used footpath between Stapleford and Babraham, severing an existing cycle route between the two villages which also

connects Babraham residents to the DNA cycle path. In this area of the country we actually have relatively few public footpaths on which to access the countryside. If this scheme proceeds, residents of Stapleford will have no choice but to get in their cars to access open countryside.

I trust that you will give my objection due consideration.

Yours faithfully,
Robert Harris

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