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From: FLORENCE MENZIES <[redacted]>
Sent: 05 March 2025 19:43
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 Heidi Alexander

My name is Florence Menzies. My address is [redacted].

I write 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.

Reasons:

- destroys natural habitats and corridors
- overrides green belt protections
- spends too much money and will take far too long
- ignores wiser alternatives
- fails to meet real local needs
- opens the way for more developers to also destroy nature, override green belt, ignore local residents, and build unsustainably

I am objecting because this is not the best way to achieve the objective. In 2018 a better plan was initially proposed, offering transport and economic benefits by building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway). This would be less disruptive to local nature, significantly less expensive, and more integrated with existing systems.

Creating this busway will disrupt historic and scientifically important landscapes in the Gog Magog hills and Hobson's Conduit chalk stream. Green corridors for natural movement of wild animals would be destroyed. The Green Belt protected area will be degraded. Unsustainable development would be encouraged with insufficient safeguards; once this digging into farm land is begun, unjustifiable further building is likely to follow. The demand for water is already unsustainable in this area, and far more attention needs to be paid to these closely-related issues when designing transport arteries.

There is huge demand for good bus services locally, with residents really wanting good transport options. However, at present but buses are underused because the services are so infrequent and routes offer inadequate coverage. The stops planned for this busway are outside of villages, making them of no use for those who would want to use them. Anyone with less than 100% mobility would have to drive to the bus stop, which is ridiculous. Improving local buses that go to the right places, and adding express buses for longer-distance services, and bus lanes to improve traffic flow would all be better alternatives. This proposal is not sufficiently connected with existing and well-considered transport planning - the Linton cycleway and bus services.

The proposal requires several bridges and tunnels, which will be extremely expensive and will take a long time to build. So the flow of all traffic will be disturbed for a long period of works.

The Greater Cambridge Partnership is not sufficiently accountable to local people and not listening to them. The plan does not serve the village of Sawston as it is far too distant to the west of the village; and the GCP's claims show they are not paying attention to plain evidence. Investment in the number 7 bus would be far more useful, perhaps including an express option, to make it easier to access Addenbrooke's without a car.

It feels as if we local residents are being steamrollered for reasons that will bring no benefit to us. I would be so pleased to hear that these representations had been heeded and this application denied.

yours sincerely

Florence Menzies.

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