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The Secretary of State for Transport
Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR.

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

I, Stephen Fleck, of [redacted] 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 reasons for my objection are as follows:

It would be a waste of public funds and an environmental disaster if 5 miles of new road were to be built through open countryside as proposed. Similar transport improvements can be achieved by a simpler, cheaper and less destructive alternative, involving building sections of bus lane adjacent to the A1307 and 1 mile of new road (busway).

In fact this alternative version of the scheme was first proposed by the applicant in 2018, and it offers overwhelming benefits:

- No need to build two bridges over the River Granta chalk stream or put Hobson's Conduit chalk stream into a culvert.
- It avoids creating a scar in the Gog Magog Hills landscape, which is one of the most important landscapes in the Cambridge area and an area where we and our friends enjoy recreational walks.
- It avoids building a new road through the new countryside park, to the detriment of nature and future users
- It avoids severing fields close to villages, which is bound to lead to future development and further harm to the countryside.

In fact, this alternative **would better serve the planned expansion of the Cambridge Biomedical Campus** and serve more of the Campus**, at lower cost and in a shorter timescale.**

My friends in Stapleford share my view that we would not use the proposed busway **so it will be of no benefit to the current residents of Stapleford.** We are already well served by a city bus service, Shelford train station and good cycling routes. 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.

I urge you to turn down this application and encourage the applicant (CGP) to investigate the alternative plan. It would be a complete travesty and defy all logic if the current application were to be granted, by elected public servants who have a responsibility for good financial management and environmental protection.

Yours sincerely,

Stephen Fleck