[redacted]

From: Daniel Minter <[redacted]>
Sent: 20 February 2025 12:57
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

I, Daniel Minter, 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 grounds for this objection are the following:

- there is an alternative route for the busway which does not carve up the countryside, and which achieves similar benefits but at massively reduced cost, reduced environmental impact and over a quicker timeframe - this alternative scheme also allows the benefits of each stage of development to be realised as soon as they are completed, rather than waiting to the end of construction as with the proposed route.
- the alternative route will present less impact to our environment and our community. The impact of the works to birdlife and aquatic life in the precious chalk stream of the Granta will be hugely impacted during construction and operation of the busway in the proposed route. I am down in the woods and fields of that area at least twice a week and I know that this will have massive impact on the birds I see - woodpeckers and song birds, bird of prey and smaller foraging birds. It is going to destroy their habitats. Whereas the alternative route will not destroy this area and will not cause as much disruption to village life during construction / operation, and it will allow us to continue to access the countryside between Stapleford and Babraham, which I and my family do at least 3 times per week.
- the alternative route would avoid building two bridges over the River Granta chalk stream and putting Hobson's Conduit chalk stream into a culvert. These are vulnerable and rare habitats - we should be doing everything we can to protect them. It is appalling that we are even contemplating this level of destruction.
- the alternative route would cause less carving up of existing productive agricultural land, which will inevitably be developed in the coming years by property developers, leaving our village in a state of suburbia. That is not something we should be doing!
- The alternative route will be better connected to cycle routes in this area which are planned and under construction, whereas I understand now that the proposed route is unlikely to have any active travel routes alongside it. This is appalling.
- The visual impact of the proposed route is shocking, with its high bridges to avoid the flood plain, and carving across the Magog Down. Why do we not reuse existing infrastructure routes to avoid this unnecessary impact? My family and friends use this area of countryside for our recreation every day: and with the proposed route this area will be completely ruined for our community.
- Stapleford residents will get very very little benefit from the bus stop of the proposed route, as its a mile from the centre of the village and does not connect with existing cycle routes to the Cambridge Biomedical Campus. I cannot see a scenario where my family will use the proposed CSET scheme. We will however lose a lot due to this scheme: importantly we will lose access to our countryside, we will lose biodiversity and we will be failing to protect our chalk streams.

We all know we need better public transport links to Cambridge to relieve traffic from the A1307. However, please do not use public money to fund the proposed route which will deliver a very expensive scheme with significant negative impacts on our environment and community. Please can we work with existing infrastructure routes and build the alternative scheme

along the A1307, as this is less environmentally damaging, cheaper on the public purse and will allow us to keep our countryside and the biodiversity within it.

Yours faithfully
Daniel Minter

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