

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to Transport and Work Act order to the Department of Transport for a new busway linking Cambourne to Cambridge
Date: 07 January 2025 22:55:24

To the Secretary of State for Transport, c/o Transport Infrastructure Planning Unit, Department for Transport, Great Minster House, 33 Horseferry Road, London, SW1P 4DR

Objection to Transport and Work Act order to the Department of Transport for a new busway linking Cambourne to Cambridge

I write to express my strong objection to the Transport and Work Act order to the Department of Transport for a new busway linking Cambourne to Cambridge, as submitted by the Cambridge Greater Partnership (GCP) on 12th November 2024. Specifically, I object to the off-road section between "Madingley Mulch" and West Cambridge (Adams Road, leading into Grange Road).

In brief, the proposal is flawed, based on out of date assessments, lacks adequate consultation and is damaging to the precious greenbelt environment and local residents safety.

There are multiple grounds to my objection. I support enhanced public transport, but not this scheme.

The proposed route is environmentally damaging. it is proposed to build across the greenbelt and will be highly visible from surrounding environmentally sensitive areas. It will severely damage and disrupt the ancient Coton Orchard, a special country wildlife site, and East Anglia's largest remaining ancient orchard,

The proposed route creates severe traffic congestion and safety issues at the termination on Grange road, which is already a busy road in a residential area, used by children, cyclists and residents. It does not access areas of high employment, the biomedical campus, or the sixth form colleges. So, the busway passengers will still be left having to traverse the city from an area with poor inwards transport. This is unlike the termination area of the alternative, on-road, options.

The proposed off-road route is very poor value for money. It is expensive, and falls below the Department of Transport's criteria for such schemes. The on-road alternative(s) provide much better value for money, as well as being less damaging to the environment, and more effective in delivering commuters to where they work and study.

The proposed off-road route is simply not necessary. An on-road solution has been put forward locally, that would provide a more direct route into Cambridge, and allow other (ordinary) busses and emergency vehicles to use the route. The on-road alternative following the A1303 has never properly been considered by the Greater Cambridge Partnership.

There is in addition the East-West rail plan, confirmed in the October 2024 budget, to provide a direct link between Cambourne and the Biomedical Campus (a major employer, with about 20,000 staff on site)

There was a limited consultation by GCP, but this included data and options of the pre-covid period, when commuter patterns, numbers and needs were very different to today. The data on which GCP make their proposal is grossly incorrect with respect to current commuter demand.

I therefore urge you to reject the proposal by the Cambridge Greater Partnership

James Rowe
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