

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to Transport and Work Act Order to the Department for Transport for a new busway linking Cambourne to Cambridge as submitted by Cambridgeshire County Council on 12 November 2024
Date: 24 December 2024 14:40:39

Objection dated 24th December 2024 from Allan Thomas Treacy to the Department for Transport against an application for a Transport and Work Act Order (TWAo) for a new busway linking Cambourne to Cambridge as submitted by Cambridgeshire County Council (CCC) through the Cambridge Greater Partnership (GCP) on 12th November 2024

I, Allan Thomas Treacy, of [REDACTED] am writing to make a formal objection to the above TWAo.

My grounds for objection are as follows:

1. CCC should not be permitted build an off-road busway which necessitates the compulsory acquisition of land when a viable on-road option has not been even considered by the CCC. As is stated in HMG's own guidance on Compulsory Acquisition of Land:

A compulsory purchase order should only be made where there is a compelling case in the public interest. (1)

Unless other options not requiring any purchase of land have been considered in detail, it is difficult to see how CCC can make the required "compelling case."

The on-road option being promoted by Cambridge Past Present and Future (2) does not require any land take as it can be built entirely within the current highway boundary. It is also far less damaging to the environment and can be constructed at a fraction of the cost of the CCC proposal.

2. CCC are justifying the need for dedicated off road busways on pre COVID traffic flows. This out of date material cannot provide any realistic information about the need for the new busway and their BCR calculations (which range from 0.43 to 0.48) cannot be soundly based. It is difficult to see how an Inspector can consider this application without having seen up to date traffic information.

3. CCC have chosen to completely ignore the likely impact of East West rail. This new railway, which has been strongly backed by HMG, will, inter alia, link Cambourne with Cambridge South railway station and Cambridge main railway station. It will offer a much more effective transport option for the majority of travellers from Cambourne who wish to access the Cambridge Biomedical campus and other workplace and educational destinations. There can be no doubt that if East West rail was already built, CCC would not be proposing to build an off-road busway which would not be competitive with a train. So why are CCC proposing to build a busway just before the railway is to be built? Once again, the BCR figures given by CCC in support of their scheme are not realistic given that many of the expected users of the busway will in all likelihood choose to use the faster train service which goes directly to some of the main employment centres in Cambridge.

Signed: Allan Treacy

(1) (<https://www.gov.uk/government/publications/compulsory-purchase-process-guidance/guidance-on-the-compulsory-purchase-process#para13>)

(2)(<https://www.cambridgeppf.org/Handlers/Download.ashx?IDMF=1706db7b-845f-45a3-831d-ccd858a4c62c>)

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