

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: 04 January 2025 18:42:59

To: The Rt Hon Heidi Alexander MP, Secretary of State for Transport

Dear Secretary of State for Transport,

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

I write to make a formal objection to the Order named above. This Order is for a busway that incorporates an off-road segment between **Madingley Mulch and West Cambridge**. I support improvements to public transport, and the idea for better bus links in this area of Cambridge, but not this specific segment of the scheme.

The proposal won't take people where they want to go. For example, it provides no benefit for access to the Cambridge Biomedical Campus, a major local employment site. The proposal terminates in Grange Road, which is not well located for access to the centre of Cambridge, or to major employment centres or schools. Even if the busway were converted to light rail, it would be a poor route. The proposed scheme provides some active travel (e.g. cycling) measures, I think, but these will be provided better by other GCP schemes including the Comberton-to-Cambridge Greenway (which I think is widely supported).

This on-road busway segment is expensive and exceptionally poor value for money. It has been assessed by the Greater Cambridge Partnership (GCP) themselves as being poor value for money. They don't phrase it that way, but the benefit-to-cost ratio has been formally assessed as substantially less than 1 (in some versions less than 0.5), i.e. not just "not the best use of money", but "actively a waste of money". They have claimed (in person) that this figure excludes future economic benefits, but for reasons such as the poor transport links (let alone any change in traffic patterns following the pandemic) that is ill-evaluated, uncertain, and unlikely. Once the East-West Rail (EWR) link is built, the benefits are likely to fall still further; the EWR development, to which your Government has committed, will provide useful links such as between Cambourne and the Cambridge Biomedical Campus, in all route versions envisaged, in contrast to the on-road busway proposals.

The proposed busway segment is also environmentally destructive. It would slice through Coton Orchard (a County Wildlife site and a major such site in East Anglia and the UK as a whole). It would urbanise the historic peripheral Cambridge village of Coton. (I used to live in Coton, so I know it well, but I don't any longer; I live in Hardwick, further out.) This segment of the busway would be highly visible across the surrounding countryside and likely disturb the setting of the nationally important Cambridge American Cemetery near Madingley.

There is a much better alternative, an on-road alternative following the A1303 (Madingley Road), via new bus lanes and so forth, which has never been evaluated properly by the GCP despite much asking from local residents. This would provide better links to significant sites (e.g. Cambridge Biomedical Campus), would be cheaper, and would be much sounder environmentally. I urge you to reject the Order and enforce evaluation of this alternative.

Many thanks for your or your Department's attention in reading this.

Yours sincerely,

Rudolf Cardinal

[REDACTED] writing in a personal capacity)



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