

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to Transport and Work Order to The Department of Transport (DfT) for a new busway linking Cambourne to Cambridge
Date: 02 January 2025 15:55:11
Attachments: [image001.jpg](#)
Importance: High

Mrs Barbara-Ann Brown, Dip.E.L.S., B.A.Hons



Thursday 2nd January 2025

Dear Sir/Madam,

I, Barbara-Ann Brown 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 linking Cambourne to Cambridge", as submitted by the Cambridge Greater Partnership on 12 November 2024.

Grounds

While I am a supporter of both public transport and private and hire cycling as the Ely Local Rep for Cycling UK, I object on the following grounds: -

The off-road section between Madingley Mulch and West Cambridge will slice through a 100 year-old orchard, an ongoing commercially and environmentally valuable asset. Once old trees have been destroyed, the habitat they support is also destroyed. Coton Orchard is a County Wildlife site, East Anglia's largest ancient orchard, the eighth largest in the UK. The intention to slice through it, however many new trees are replanted is an act of wanton vandalism by a politically motivated unelected body.

DfT criteria is not met by the proposal: the benefit/cost ratio is 0.5. Further, it is unlikely to encourage Cambourne car commuters to choose modal shift due to the time taken to park at Scotland Farm and wait for buses. Drivers simply do not think in these terms. Why should they? The alternative has not received due assessment: new bus lanes and bus priority measures following the A1303. This omission by the Greater Cambridge Partnership (GCP) is lacking in due process. This alternative would use existing infrastructure and provide a more direct route to the Cambridge biomedical campus, permitting other buses and emergency vehicles to use a priority lane, costing a fraction of the cost of the proposed off-road route. An active travel route could easily be fashioned adjacent at, again, a fraction of the cost.

Didn't the new Labour government confirm continuation with East West Rail to link Cambourne and the new Cambridge South station adjacent to the Biomedical Campus? If so, Cambourne car owners are far likelier to shift to rail as the culture surrounding it is different viz season tickets, and the all-important bike carriage etc.

Furthermore, once East West Rail is built, the benefit/cost ratio of the Busway will fall further, making it a poor value for money white elephant. The local and national government will end up with egg on its face, having spent public money and destroyed an ancient orchard.

If Cambridge needs a new local transport system, the solution is a Cambridge Bike & Foot Light Railway, i.e. a light rail system with the all-important bike carriages allowing cycle commuters to get to work. The proposed route would not be the one chosen for light rail.

I would appreciate an update on this important matter for our county. The GCP cannot simply replant their way out of this proposal.

Yours sincerely,

Barbara A. Brown
Local Representative of Cycling UK in the Cycle Advocacy Network



www.cyclinguk.co.uk

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