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

[redacted]

By email to: transportinfrastructure@dft.gov.uk

4 January 2025

Dear Sirs

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

We, Sue and Terry Spencer, of [redacted], are writing to make a formal objection to the above Order.

We support improvement to public transport provisions, but we do not support this scheme.

We object to the proposed off-road section between Madingley Mulch and West Cambridge, and in particular the suggestion to end the busway near the Rugby Club on Grange Road, for the following reasons:

1. There is an excellent on-road alternative including new bus lanes and bus priority measures following the A1303 which has never been properly assessed by the Greater Cambridge Partnership (GCP). This on-road alternative would provide a more direct route to the Cambridge biomedical campus and allow other buses and emergency vehicles to use the priority lane. The suggested on-road alternative would cost a fraction of the cost of the GCP's proposed off-road route.

2. Although the GCP scheme includes facilities for active travel, these would be better provided by the proposed GCP-sponsored Cambridge to Comberton & Hardwick Greenway, which avoids Madingley Hill. Cyclists and walkers would be better served by extending the proposed Greenway from Hardwick to Cambourne.

3. The Benefit:Cost Ratio for the GCP scheme is less than 0.5, which indicates extremely poor value for money and does not meet the Department's criteria for considering such a scheme.

4. Working patterns have changed since the Covid pandemic, and the justification for this environmentally destructive busway has not been properly assessed in the light of this.

5. The new Labour government has confirmed in its October 2024 budget that it intends to proceed with the East West Rail development which will provide a direct link between Cambourne and the new Cambridge South station adjacent to

the Biomedical Campus. This is a far better transport option. Once the East West Rail scheme is built, the Benefit:Cost Ratio of the busway would fall even further, making it extremely poor value for money.

6. The GCP route which terminates in Grange Road does not serve either major employment destinations or Cambridge's sixth form colleges which commuters would have to traverse the city centre to access.

7. The off-road busway would be built on the side of Madingley Hill, one of the few hills and high points in our area, which separates the historic villages of Coton and Madingley. It would create an urbanising scar on this locally important landscape. The busway would also disturb the setting of the American Cemetery.

8. The busway would transect Coton Orchard, a County Wildlife Site and East Anglia's largest remaining traditional orchard, which is the eighth largest in the UK.

Yours faithfully

Sue & Terry Spencer