

Cambridge & South Cambridge Green Party (CSCGP) objection to the Transport & Works Act Order for a  
Cambourne to Cambridge Guided Busway

The Secretary of State for Transport  
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Re : Transport and Works Act 1992 : Cambridge County Council application for a Transport and Works  
Act Order (TWAo) Cambourne to Cambridge submitted 12/11/24.

The CSCGP wish to register our objection to the above application on the following grounds :

1. This is a very high cost off-road guided busway which will involve the destruction of green belt land including an ancient orchard. An on-road alternative solution has been proposed by the organisation Cambridge Past Present & Future (CPPF)<sup>1</sup>. Despite this option being cheaper, more cost effective and avoiding greenbelt destruction it has not been considered or consulted on by the Greater Cambridge Partnership(GCP), who are the proposers for this development. There are other options to evaluate also. These alternatives all offer a better solution to the problem GCP are trying to resolve.
2. The controversial section of the busway is from Madingley Mulch Roundabout to the M11 junction. This was only consulted on once, in 2018 ( phase 1 Consultation report published Feb 2018)<sup>2</sup>. The on-road options were preferred by **57%** of respondents (A&B) the off-road option by only **33%**. A Local Liaison Forum (LLF) consistently objected to the off-road scheme. All these significant local objections to this scheme have been totally ignored. In an attempt to justify overlooking the main consultation findings the report cites other less robust sources of feedback (subgroup analysis, “qualitative responses”). We regard this as totally unacceptable. This guided busway was not supported in consultation.
3. We have had recent confirmation in the last Budget that the East West Railway (EWR) will be built. This includes a section from a station in Cambourne through to Cambridge. We now need to know how this impacts the cost benefit case for the busway being proposed in this TWAo which connects the very same two locations. You will note that EWR is mentioned only once in the application submitted to you (p55)<sup>3</sup>. This refers to the risk of busway infrastructure being rendered redundant by EWR. This now calls for further analysis. Do we need both of these high cost transport options?

4. The main rationale for the busway is to enable easy access to Cambridge for people from Bourne and Cambourne. However, it ends in Grange Road which is not a destination for any of the major workplaces, Further Education and Sixth Form colleges that people need to get to. The congestion in the city centre is therefore made worse by the onward journeys created by this scheme.
5. Transport for Cambourne residents can be improved with other cheaper and simpler transport options. An improved peak hour bus service to Royston and North Cambridge for example.

In summary we object to this TWAO application on the grounds it is not the most cost effective solution to the transport issue it is attempting to resolve. It was never supported in consultation largely due to its destruction of greenbelt and orchards. It now needs re-evaluating in light of the recent confirmation of a rail link (EWR) incorporating Cambourne to Cambridge.

#### References.

1. <https://www.cambridgeppf.org/Handlers/Download.ashx?IDMF=19b623a9-920d-425e-b8bd-41f2c95dc0fd>
2. [C2C Phase 1 report February 2018](#)
3. [CambourneToCambridgeTWAO-CCC - CtoC-2-00 Draft Order.pdf - All Documents](#)