

Camborne to Cambridge Busway TWA Order 2024

TWA/24/APP/03/OBJ/226

MARK SULLIVAN – STATEMENT OF CASE Objection 226

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Transport Infrastructure Planning Unit
Department for Transport
Great Minster House, London SW1P 4DR
transportinfrastructure@dft.gov.uk

Camborne to Cambridge Busway TWA Order 2024

1. The Camborne to Cambridge Busway is an important planned transport facility, which as published does not include clear proposals for use and is incomplete.
2. The Busway should be part of a coherent public transport service and offer between Cambridge, Camborne and St Neots. The Camborne settlement depends for public transport access on bus services.
3. The Busway as proposed would connect Camborne (and Bourn Airfield development) to the city of Cambridge's centre but not to railway stations. The service should run to/from Cambridge (city) station to the east and to/from St Neots station on the East Coast Main Line to the west, running through Camborne on an east-west axis (Lampost Alley, Eastgate, High Street and School Lane).
4. There is no current timetable plan for the Busway or projected daily usage. The Busway appears to depend for service proposals on the Mott MacDonald Bus Strategy Report of Jan 2020, itself based on work in 2017. (Outline Business Case for TWA Order, Appendix F) The Bus Strategy Report gives number of buses per hr as proposal but no schedule of journey times or model timetable per hour cycle has yet been published. That is essential for assessment of the scheme.
5. The Busway does not appear to include any works within Camborne, and there is no plan showing the bus route planned within the settlement, or location of bus stops. A main bus station or terminal with travel facilities in the settlement's commercial centre would be expected but is not proposed.
6. The East-West Rail proposal currently being consulted on is an expensive and

indirect route between Bedford and Cambridge which does not run through Camborne. It runs 1km to the north beyond the dual-carriageway A428(T) which is itself a barrier to movement. The station proposed by EWR is in fields some way out of Camborne and would require a car journey via one of the interchanges over the A428 or a long cycle and walking route. It provides a poor facility and does not justify the current preferred route of EWR.

7. A superior solution for EWR is to use the original Bedford-Cambridge line trackbed, with deviations from it where development has taken place. This would be 10km (6.5 miles) shorter than the current preferred route and enable quicker rail journeys for long-distance travel. It would be significantly less costly. A station for Camborne would be provided at Old North Road on the A1198 (the old station is intact). Some of the Busway services would be extended via the Caxton Bypass to it. Other services would continue to St Neots (station and town centre), also via the A1198 Caxton Bypass, and the A428.

8. The Busway should be realigned to pass around the north of Coton Orchard, sited on the south side of the A1303 for @800M west of M11 Junc 13. There appears no need for incursion into this historic area of planted trees. A realignment to avoid Coton Orchard can be made without reducing the operational effectiveness of the Busway..

Plans and maps will be included with detailed statement.

M A Sullivan