

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](mailto:transportinfrastructure@dft.gov.uk)
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge
Date: 03 January 2025 21:07:48

I, Kelly Driscoll, 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 (GCP) on 12 November 2024. The grounds for this objection are the following:

- The GCP is proposing a new road for buses from Cambourne to Cambridge that would be built primarily through the countryside, unnecessarily destroying Green Belt countryside and which would be very damaging for habitats, landscape, wildlife and parts of an ancient orchard. Several less damaging alternative route options have been proposed and an Independent Audit in May 2021 confirmed that these were viable. The GCP is unwilling to use one of these options as a comparison with their proposed bus road route - and instead are comparing it with doing nothing. No-one believes that doing nothing is an option.
- There is a much better on-road alternative (proposed by Cambridge Past, Present & Future), including new bus lanes and bus priority measures following the A1303, which has never been properly assessed by the Greater Cambridge Partnership (GCP). The suggested on-road alternative would cost a fraction of the cost of the GCP's proposed off-road route, is not environmentally damaging, and is altogether much more sensible.
- Indeed, 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 for Transport's criteria for considering such a scheme. Once East West Rail is built, the Benefit Cost Ratio of the busway will fall further making it extremely poor value for money.
- The proposed GCP route terminates in Grange Road, which does not serve either major employment destinations or Cambridge's sixth form colleges, and provides no means for commuters to traverse the city centre to access these destinations. The 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.
- Runoff into Bin Brook will lead to more erosion and increase the risk of local flooding.
- Compared to an in-bound bus lane on the A1303, the proposed bus road would only save at most a few minutes off journey times into Cambridge. Therefore the damage and costs of the GCP scheme are not justified.

Yours,

Kelly Driscoll
[REDACTED]

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