

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: 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
Date: 07 January 2025 19:05:04

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, Gerald & Jacqueline Radford of [REDACTED], are writing to make a formal objection to the above Order. This letter only deals with the off-road section between West Cambridge and Madingley Mulch.

We do, of course, support enhancements to public transport and appropriate control of traffic in busy areas but we do not feel that the proposed scheme would be successful.

The cost:benefit ratio for the project is way above that which is normally considered to be viable so that the project would not provide a value-for-money solution.

The cost:benefit ratio has been calculated for a proposal where the cost keeps on rising with the passage of time and the benefits don't. The scheme would become increasingly less viable, ridiculously so by the time of completion.

The development of the new East-West Railway, supported by the new Government, will mean that a new off-road busway will become even less of an attractive project.

An alternative on-road scheme, using a new bus lane on the already-existing A1303, has been costed at a much, much more favourable figure.

The bus lane in this on-road scheme could be used by other buses and also by emergency and other priority vehicles.

The on-road system already merges well with access to other parts of Cambridge which access the off-road system would not provide.

The off-road system would lead to massive environmental disruption, especially the Country Wildlife Site at Coton Orchard, the largest traditional orchard in East Anglia. The orchard (and its ecosystem, which includes many rare species of wildlife and plants), would no longer be commercially viable.

The proposed busway would go through the green belt and would be visible for many miles around.

The on-road scheme would have a far smaller impact on the environment.

It has not been costed or evaluated by the GCP who have simply raised invalid issues without any supporting evidence.

The vast majority of residents surveyed in consultations have voted against the off-road proposal and would opt for a lower-cost on-road scheme or one such as the proposed light railway / tram development (with which the off-road scheme would not merge well).

The off-road scheme will include a cycleway. This would be almost redundant as there are at present three cycleways from the west going in to Cambridge, to which is already being added a fourth, the new Greenway.

A new off-road busway would lead to Coton changing character from a separate village to merely a suburb of Cambridge.

The off-road scheme proposes a bus stop near Coton but one at a great distance from the homes of the majority of villagers. There are fears that the nominal existence of a stop would lead to the

disappearance of the one bus route that serves Coton but would be a great attraction for commuting and other traffic and lead to great parking and congestion problems and disruption of an otherwise-peaceful village environment.

Finally, the GCP has not acted in a businesslike and profession manner during the process so far. It has ignored other alternatives, apart from providing unresearched or ludicrously unrealistic analyses, ignored the wishes and opinions of the populace and given the impression that the route and implementation were decided before the first consultation and would be carried out no matter what the objections. We have no faith that the project, if it went ahead, would be handled in a satisfactory manner.

Gerald Radford

Jacqui Radford

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