

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Cc: ["Pippa Heylings MP"](#)
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: 08 December 2024 15:45:53

Dear Secretary of State for Transport,

We, Richard and Elizabeth Miller of [REDACTED] are writing to make a formal objection to the above Order.

Whilst we are in very much in favour of improvement to public transport across the West Cambridge area we are opposed to this particular scheme, objecting to the off-road section between Madingley Mulch and West Cambridge. The proposed route is hugely expensive, it also cuts through green belt land, including the West fields and the ancient orchard in Coton. The initial estimate of cost, £220 million is at least 5 years out of date. It will cost far more than £220 million and has a very low-cost benefit ratio.

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) and which would cost a fraction of the off-road route. The country has limited resources and it seems utterly ridiculous to spend hundreds of millions of pounds on a scheme like this when there is a better, cheaper alternative, especially given the fact that the busway will only cut 3 minutes from a 30 minute journey. The journey ends in Grange road, Cambridge, which is in the middle of a traffic reduction scheme. It does not even connect with work place destinations such as the Addenbrookes Biomedical campus, Cambridges sixth form colleges and the Science park. 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.

The 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, a much more attractive alternative for commuters. This is far better transport option will make the busway an utterly redundant white elephant. Lastly, working patterns have changed since the Covid pandemic and the justification for this expensive environmentally destructive busway has not been properly assessed in the light of this.

This is not nimbyism. We are in favour of improved transport, but the GCP busway is expensive, there are much more practical, effective and cheaper alternatives even without taking into consideration of the new rail links.

We urge you to look carefully at the proposal and see the utter waste of money it represents.

Yours Faithfully

Richard and Elizabeth Miller