

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Cc: [REDACTED]
Subject: Objection to Transport and Work Act Order to the Department for Transport for the proposed GCP Cambourne-Cambridge Busway
Date: 03 January 2025 18:01:20

3rd January 2025

Dear Secretary of State for Transport,

I, Elizabeth Riggs, 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 on 12 November 2024.

The grounds for this objection are as follows:

I do not think that this proposal is a cost effective or sensible option to improve our local transport infrastructure, and I urge you to ensure that the Greater Cambridge Partnership considers the other proposals that have been put forward, and reviewed by the Cambourne-Cambridge Independent Audit, before committing to this scheme, which is relatively expensive and does not seem fit for purpose.

This proposal does not take into account alternative routes, for example alongside existing roads, that could be used for a busway, as well as alternative preferable routes to extend cycleways and footpaths. The proposed route, which will require costly construction of a long "off road" section from the East of Hardwick to Cambridge, will destroy an ancient orchard at Coton, damage farmland to the West of Cambridge and potentially interfere with the Bin Brook chalk stream, which is already at risk. By terminating opposite a school on an already crowded 20mph residential street, (Grange Road), the proposed scheme will also not connect effectively with transport from there into the city centre or to commercial districts, and it will increase the potential for accidents between the traffic and the huge number of cyclists using Grange Road, especially at school drop off and pick up times.

The current CGP proposal also does not connect well with other new developments to address traffic flow around Cambridge, for example the opening of the new Cambridge South railway station, the new proposed East West Rail from Bedford to Cambridge, and the potential redevelopment of the road junction between the A428 and M11, all of which will have a big impact on commuter traffic into Cambridge.

There are viable alternative routes that can be developed, for example the alternative in-bound bus lane for bus passengers proposed by Cambridge Past, Present and Future, and the proposed extension of the new Greenway from Hardwick and Cambourne for cyclists and walkers, and I sincerely hope that these alternatives can be given proper consideration to avoid a costly project that does not deliver real improvements for all of us who use our local transport network as drivers, bus passengers, cyclists and pedestrians.

Yours faithfully,

Elizabeth Riggs

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