

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge
Date: 17 December 2024 23:57:29

I, Arthur Meadows 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.

This scheme has BONKERS written all over it. The amount of money spent even considering this scheme is itself incredulous, indeed scandalous, never mind the cost to build the busway, which was £180m before Covid, so surely the price tag is well north of £300m. Surely, this country has more pressing requirements for £300m.

The on-road alternative has hardly had the consideration it deserves. It is cheaper and faster to implement: far less construction, it won't need another bridge over the M11. Estimates believe that there is only a difference of only 1.5–3.5 minutes between on-road and off-road routes for a 30-minute journey.

The on-road route along Madingley Road would integrate with the existing Park and Ride and critically would use the Madingley Road to get to the City Centre. The GCP route using Grange Road as no significant destinations and still has to hack across the city to useful parts of the City: the city centre, Addenbrookes, the Science Park etc.

The environmental damage is simply monstrous, damage that will take generations to recover from. Go with the on-route option and consider the off-route only if the on-road route proves insubstantial in 15 years' time. £300m equates to £27k per day over the next 30 years. Some helicopters would be cheaper:
<https://www.cambridge-news.co.uk/news/cambridge-news/city-deal-latest-not-use-12002964>

Please consider the alternatives, before the GCP simply looks too stupid.

Arthur.

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