

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Greater Cambridge Partnership C2C objection
Date: 06 January 2025 12:07:30

Dear Department of Transport,

I 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.

My principal complaint is that the GCP planned route, which ends in Grange Road, does not go to the right place. In particular, **it is not a network that carries passengers into and through the city centre.**

The GCP proposal ignores the real character of Cambridge as a small university city where masses of people (doubtless more than GCP thinks) need to move frequently and regularly, and as seamlessly as possible, between homes, faculties, campuses, colleges, schools, shops, hospitals, city centre facilities and heavy rail stations. For the GCP to have failed to recognise the essential clustered character of Cambridge life with its high social mobility seems a bad error.

When alighting from a bus in Grange Road, what next? Grange Road is not the city centre. The GCP plan only serves those who work at the UL and the arts faculties on the Sidgwick Site. That will not be the optimum destination for those who live in Cambourne or who work at the West Campus.

Pedestrian and cycle routes on from Grange Road to the city centre are already narrow and congested. The bus services onwards from Grange Road are already slow and inadequate. Simply adding more such buses to those existing will only cause more traffic congestion and pollution in Silver Street and beyond.

The GCP plan does not begin to be the mass rapid transit system that the Cambridge region needs. It is not a long-term strategy based on a comprehensive assessment of the impact of population growth and regional spatial planning. It is not a modern solution. It falls far short of the standard of public transport that Cambridge’s European competitors have already installed and continue to expand.

For these reasons, as an alternative, I advocate strongly the light rail system as proposed by Cambridge Connect. This should include a short tunnel from Cambridge central station (via Parker’s Piece, Peas Hill and West Road) to the West Campus and on to Cambourne. Although more costly to build, only the proven technology of light rail tram/train metro can provide the fast, clean, adaptable, mass transit that we need and deserve. I fear that to take a deliberate decision, as the GCP has done, not to favour the best transport solution but to plump for second best, will make us a laughing stock.

For the record, I am a former Cambridge City Councillor and Member of the European Parliament for the East of England.

Yours faithfully,

Andrew Duff

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