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: 31 December 2024 11:55:11

I, J A Clegg (address: [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", that was submitted by the Cambridge Greater Partnership (GCP) on 12 November 2024.

I think the proposed route is poor use of the money the GCP was allocated. Local residents suggested at an early stage in the proceedings that the buses should go along the existing road – Madingley Road, with some alterations in priorities – rather than throwing another bridge across the M11. This eminently sensible suggestion was dismissed without any serious consideration. Certainly, no coherent reasons have been given for choosing the off-road rather than on-road route.

As the cost benefit analysis did not show the off-road route as value for money, I can only assume the GCP were enamoured by an expensive vanity project. (A year or two into the consultations I went to a meeting where I asked whether the proposed new bridge was feasible given how it would have to span existing slip roads onto the M11 and was told by the Mott MacDonald representative that they could throw a bridge anywhere, it was only a matter of cost.)

In addition, the off-road route ends in a residential area and according to google it would take about 15 min to walk to the town centre. This is hardly helpful for people who would be using it to commute from Cambourne. (When I mentioned this at another consultation meeting a GCP representative said the GCP was only interested in getting people to Cambridge, how they travelled within Cambridge was not part of the project.)

In summary, my main objections to the GCP's proposed busway linking Cambourne to Cambridge are the great cost of their off-road proposed route (between Madingley Mulch and the West Cambridge site) when there is an obvious cheaper one and the lack of consideration about where the bus would go once it gets to Cambridge.

Yours
J Clegg

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