



Department of Transport
By email.

Dear Sir or Madam

Objection to Transport and Work Act Order to the Department for Transport (DfT) for a new busway linking Cambourne to Cambridge

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.

I do not object to all road developments or indeed the whole of this scheme just the bit that would go off-road from Madingley Mulch to the University of Cambridge West Cambridge Site. I understand the over-whelming need for new housing and the Labour Government’s commitment to it and applaud that policy. However, the essential transport infrastructure need for the development of housing at Bourn Airfield and further housing proposed for Cambourne could be met by other means than the off-road route for the proposed Busway.

Alternative proposals have been made which would route the buses along the A1303 using bus priority lanes and this would be a more cost effective and less environmentally destructive solution. Particularly as the plans submitted by the Greater Cambridge Partnership do not take account of changes to the traffic into Cambridge since the pandemic and the growth of homeworking which may no longer make this scheme sustainable never mind the environmental impact. Despite repeated requests the GCP has not reassessed the scheme in light of these changes to commuting patterns.

One thing that we know has changed in the more than 10 years that this scheme has been floating around is the Labour Government’s commitment (confirmed in its budget of October 2024) to the East-West Rail Link which because it has a station in Cambourne and would take commuters to better destinations in the city. Whilst not all proposed routes for the Rail Link are ideal, the development of the scheme makes the Cambourne to Cambridge Busway redundant. Trains and light rail are a more sustainable and popular way of people commuting efficiently into central Cambridge. The Rail Link unlike the proposed Busway takes commuters to employment hubs instead of depositing them on Grange Road which is far from the Science Park and the Biomedical Campus which are two of the major concentrations of employment in this area.

I understand that the proposed Busway does not even meet your own Department’s Benefit Cost Ratio (as it is less than 0.5) and therefore provides poor value for money, particularly in

light of the cheaper on-road scheme that has been proposed if the Busway does go ahead. The transport time gains were always marginal and given the destruction the off-road portion of the proposed Busway will cause to the historic Coton Orchard Wildlife Site, the green belt around the American Cemetery on Madingley Hill (one of the few high points in this part of the county) and the necklace villages around Cambridge it makes absolutely no sense.

The local campaigns objecting the proposed Busway are rooted in facts and propose alternative solutions which we request are addressed in light of the environmental destruction, the proposed Rail Link and alternatives to the off-road part of the scheme.

Finally proposed improvements for cyclists and walkers as a result of the proposed Busway could be better accommodated by extending the new Greenway from Hardwick to Cambourne because that would be more direct and avoids Madingley Hill.

I am grateful for the opportunity to register my objections to this scheme and implore the Department of Transport to listen to local views which propose sensible and cheaper alternatives to the off-road part of the proposed Busway. I also ask that in light of the development of the Rail Link between Cambourne and the city of Cambridge that the Department considers this scheme in light of all the others proposed for Cambridge as it seems redundant and unnecessarily destructive.

Your faithfully

Josephine A Raines
Not signed as sent by email.