

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Transport and Work Act Order to the Department for Transport (DfT) for a new busway, and travel hub, and also providing a path for walkers and cyclists linking Cambourne to Cambridge
Date: 05 January 2025 12:17:54

I wish to object to the requested TWAO for the Cambourne to Cambridge Busway applied for by Cambridgeshire County Council.

My grounds for objection are:

1. **the cost of this scheme is disproportionate to the benefit that is likely to arise;** the sums involved could be better spent on more limited and focussed interventions. This would seem to be simply a proposal to spend the GCP funds simply because they are there, not because it is an effective use of the funds; better and cheaper alternative proposals have been put forward by other parties but have been ignored by the GCP without any detailed consideration.
2. **the environmental damage caused by building a new busway across the West Fields and through Cambourne is very high** - and could be easily mitigated (and at less cost and time) by improvements to the existing roads from Cambourne into Cambridge. These options have been poorly evaluated using only pessimistic parameters
3. **The termination of the busway in the middle of Grange Road with no obvious interchange with other forms of transport completely undermines the whole rationale of the scheme.** There is no consideration of how potential users would get from Grange Road to their likely ultimate destination - if by bus then they will still experience the likely delays from increased traffic forecast anyway; the original proposal stated that journey times would only be reduced by 3 minutes, which would be lost by having to wait for the U1/2 bus on Grange Road. The strategic case clearly links West of Cambridge developments with the likely job creation to the south of Cambridge, but provides no meaningful solution as to how to get people from Grange Road to the Biomedical Campus in times that match driving by car
4. **The suggested benefits to walkers, cyclists, and horse-riders are spurious** as there are plenty of existing paths which will be more pleasant to use; the existing guided busway from St Ives to Cambridge shows no significant increase in cycle traffic; the GCP is already funding numerous Greenways to promote cycling into Cambridge - without any evidence that there is any meaningful demand for such facilities over current routes.

I should note that I do not object to the creation of a Park & Ride site at Scotland Farm as this should help ease traffic pressures on all westward flows of traffic into Cambridge along the A428 and A1303 - without the need for the new busway itself. This alone would provide much of the benefits anticipated by the wider scheme but at far lower cost.

Best regards,

Peter Singleton

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