

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Cc: [REDACTED]
Subject: Objection to Transport and Work Act Order to the Department for Transport for a new busway linking Cambourne to Cambridge as submitted by Cambridgeshire County Council on 12 November 2024
Date: 01 January 2025 15:11:15

To:
Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Re:
Objection to Transport and Work Act Order to the Department for Transport for a new busway linking Cambourne to Cambridge as submitted by Cambridgeshire County Council on 12 November 2024

Dear Secretary of State for Transport,
My name is Daniel Ralph. I live at [REDACTED], just outside the city of Cambridge. I am writing to make a formal objection to the above Order, let me explain why.

This particular proposal is a zombie. It has been assessed as a loser, on cost and benefit metrics, at least twice in the past few years. Despite being a walking-dead proposal, it staggers on presumably because some institution (bus company? construction company? Cambridge University) will benefit from spending a committed budget, even if it causes further traffic congestion for inner and greater Cambridge and – not incidentally - provides poor value on every measure. Details follow.

The proposed busway

- * does not provide easy journeys to actual destinations apart from the West Cambridge Campus. [Cambridge has a seemingly intractable congestion problem within the city. The top priority is a within-the-city solution; that would drive planning for multi-modal transport to/from the city. This particular proposal is one of many relatively modest initiatives that pretend to make progress but whose main “success” will be to make Cambridge’s problems worse.]
- * does not make journey times to Cambridge significantly faster – a difference of only 1.5–3.5 minutes between on-road and off-road routes
- * does not take into account current road usage data or evolving working–commuting patterns
- * has a minimum price tag of £200 million and a benefit–cost ratio of only 0.43, poor value
- * destroys rather than enhances the natural environment

The new bus road has been consistently rejected by the general public at every stage of consultation. And yet the GCP continues to pursue this option, comparing it only to the option of doing almost nothing.

But let’s take the idea that another bus route from the west into Cambridge is somehow worthwhile, on its own.

There is a viable alternative route, along existing transport corridors which:

- offers better journeys to actual destinations
- is far less expensive
- and is less damaging to the environment.

I support improved transport networks around the fast-developing city of Cambridge. I do not accept that this off-road busway has merit on any accepted measures. It should not be considered, again, other than to kill it, again.

Sincerely,
D Ralph

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