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: 04 January 2025 10:14:03

My objection
Barbara Newcombe, [redacted]

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 reasons

- Adding a bus lane to existing roadways is less costly. We know that the Labour Government claims it will be fiscally responsible, unlike the previous government. Therefore, how can you support a more expensive scheme to improve the travel network. I am only objecting to the off-road section between Madingly Mulch and West Cambridge.
- There is an excellent on-road alternative including new bus lanes and bus priority measures following the A1303 which has never been properly assessed by the Greater Cambridge Partnership (GCP).
- The on-road alternative would provide a more direct route to the Cambridge biomedical campus and allow other buses and emergency vehicles to use the priority lane.
- Although the GCP scheme includes facilities for active travel these would be better provided by the GCP-sponsored Comberton to Cambridge Greenway which avoids Madingley Hill.
- The Benefit Cost Ratio for the GCP scheme is less than 0.5 which indicates extremely poor value for money and does not meet the Department's criteria for considering such a scheme.
- The suggested on-road alternative would cost a fraction of the cost of the GCP's proposed off-road route.
- Working patterns have changed since the Covid pandemic and the justification for this environmentally destructive busway has not been properly assessed in the light of this.
- The new Labour government has confirmed in its October 2024 budget that it intends to proceed with the East West Rail development which will provide a direct link between Cambourne and the new Cambridge South station adjacent to the Biomedical Campus. This is a far better transport option.
- Once East West Rail is built, the Benefit Cost Ratio of the busway will fall further making it extremely poor value for money.
- The GCP route which terminates in Grange Road does not serve either major employment destinations or Cambridge's sixth form colleges which commuters would have to traverse the city centre to access.
- A busway built across the greenbelt on the side of Madingley Hill, visible from many miles around would disturb the setting of the American Cemetery.
- The busway would transect Coton Orchard, a County Wildlife Site and East Anglia's largest remaining ancient orchard, which is the eighth largest in the UK.
- The busway would urbanise Coton, one of Cambridge's historic necklace villages.
- Many residents support the need for a tram or light rail system to serve Cambridge. The proposed route of the Cambourne to Cambridge busway would not be the preferred route for light rail.

Your government has pledged to support nature and countryside. The proposed busway is a LESS supportive system than a bus lane system.

I agree that public transportation needs to be prioritised and supported. SO CHOOSE THE BETTER OPTION!

The GCP is a self appointed body working supposedly on behalf of the local populace and environs. Their job is therefore to make proposals, but ultimately to LISTEN TO THE VOICE OF THE PEOPLE!

My objection is not Nimbyism, it is for a better and less expensive route.

We have all witnessed the debacle that was HS2. Do not do that in Cambridgeshire.

You need to listed to your electors, not the developers who will profit from you more expensive scheme.

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