

By email to: transportinfrastructure@dft.gov.uk

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

6th January 2025

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

I, Dr David Michael Holburn of [REDACTED] am writing to make a formal objection to the above Order.

I believe that the construction of an entirely new off-road busway between Madingley Mulch and West Cambridge, at great financial expense and cost to the environment, is not a reasonable cost-effective plan. Neither is it sensitive to the needs of the local environment or residents. The busway would urbanise Coton and its surroundings which include the American Cemetery, and would involve transecting Coton Orchard, with its nationally important traditional apple varieties and ancient trees, and, moreover, a precious wildlife haven in its own right. And for lamentably little gain, since commuting travellers would be deposited on Grange Road, which is isolated from the key employment centres, businesses, major schools, hospitals and other public services. Travellers' overall journey times, taking into consideration inevitable changes between transport modes, may be no shorter as a result. Moreover, walkers and cyclists would be better served by an extension of the new Greenway planned from Hardwick to Cambourne, also avoiding the large Madingley Hill.

This is not to say that I do not support the need for improved public transport; on the contrary, I regard this as a most important consideration, but it needs to be done correctly. I do not support the above proposal at all. It would be a hugely costly environmental tragedy.

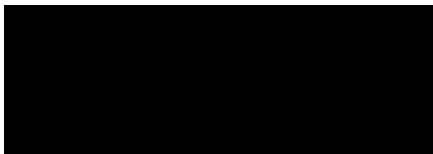
It is my strong belief that the alternative on-road possibility involving improvements to the A1303 would be far more appropriate, much more cost effective and more sensitive to the environment. Considerable independent work has gone into the development of plans for new bus lanes and priority measures here. This option has considerable support by those most affected, but was dismissed by the Greater Cambridge Partnership (GCP), in my opinion without fair assessment and consideration of its considerable merits.

In its recent Autumn Budget, the Government has confirmed its intention to proceed with the East-West Rail development which is to provide a direct link between Cambourne in the

west, and the new Cambridge South Station which is already under construction. A high-capacity link of this kind, integrated with the national transport systems further west, leading to a rail terminus that will have fast and efficient onward connections by train and other forms of transport, to Cambridge's centres of employment. And it would directly serve the key growth area of the Biomedical Campus. This seems a much more sensible approach than driving a busway across precious countryside with the associated disruption of the village of Coton and its arguably irreplaceable Orchard, for such little gain.

I would alternatively support proposals for a light rail or tram system to serve Cambridge and its environs. Careful planning would be needed to ensure connectivity to all parts of the city without need for multiple changes of transport mode (an inevitable consequence of the proposed Cambourne-Cambridge busway). Much has already been done. This is far more the kind of development that I, as a professional engineer in academia, would wish to encourage as befitting Cambridge with its world-wide reputation for excellence.

Yours ever,

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Dr David M Holburn C Eng, MIET

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