

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Fw: Cambourne to Cambridge Busway
Date: 30 December 2024 13:43:59

This objection is being made by David Goodman living at [REDACTED].

Would you please address the following concerns that I have with the proposed building of the Cambourne to Cambridge Guided Busway:-

1. The impact of the proposed East West Rail via Cambourne:-

Pause the busway whilst the business case for the busway is re-assessed, given East West Rail is now coming via Cambourne.

It is not good enough for Transport Officers to say the busway scheme is 'complementary' to the new rail. We demand transport officers prove it.

The business case for the busway has always been very poor, with a cost/benefit ratio a tenth of what it ought to be for public transport schemes.

The projected cost is approx. £250million, when you include land costs and renewables (and before overspend!)

Now rail is coming to Cambourne, the business case must be even worse. So don't waste our money.

2. The benefits of the current plans are unproven: who wants to go to Grange Road? How do you get to real end destinations afterwards? How long will it take? Who is going to use this busway with so few stops?

What we want is more local buses, on more routes, with more stops, with improved bus priority on existing infrastructure, not some great big piece of new infrastructure across the green belt, with buses that stop infrequently.

Give us that now, at a fraction of the cost.

3. We absolutely oppose the damage caused by this busway now it is known.

- The situation in Hardwick, with eight lanes of traffic (the A428 raised up) and possibly no tree protection, is totally unacceptable to local people.
- The situation in Coton is also unacceptable to local people, with a huge piece of new infrastructure right beside village homes and the primary school.
- We oppose the loss of 1.7 miles of trees in Hardwick. This will release 500 tonnes of carbon already stored in the trees and, according to DEFRA, will double the air pollution experienced in the village today.
- We oppose the grubbing up of trees and pouring tarmac over National Trust covenanted land on Madingley Hill.
- We oppose the loss of the a vital wildlife corridor that connects the Madingley and Bourn woods, and the loss of the 100-year old Coton Orchard.

To all concerned with the **new busway Cambourne to Cambridge**.

Being a resident, who lives on St Neots Road, I would like to make a few comments regarding the decision of the GCP with respect to the proposed **new busway Cambourne to Cambridge**. The decision to favour a route that would pass along St Neots Road is totally wrong. Have the members of the GCP actually considered the disruption that such a route would have to the lives of those who live along the road? Obviously they have not. Apart from the chaos that would ensue during the construction of the road (and many residents remember the noise and dust clouds during the construction when the A428 was modified),

these same residents will have to live with the noise, pollution and general reduction in living standards that living close to the A428 and Busway would bring. In addition, if the final decision is for the Busway to run along St Neots Road, a large percentage of the fairly mature trees, which form a sight barrier between St Neots Road and the A428 may disappear. Trees will be the first casualty of planning consent. In my opinion, the Busway (if there has to be one) **should be built to the north of the A428**. The proposed P&R site, at Scotland Farm will already be on the north side of the A428. I strongly urge the GCP members to revise their decision regarding the St Neots Road route and have some sympathy with those of us who live along the road. A Busway along St Neots Road will blight the living standards of a lot of people who are residents of Hardwick.

I would advise all concerned, who have a hand in planning the route of the Busway, not to route the Busway along St Neots Road. It would be much appreciated by a large number of Hardwick residents.

If GCP must build an off-road busway, think about north of the A428, where the damage would be less.

I think that the cost of the busway (I have a figure of £250,000,000 in mind) should be used for other purposes. Including returning it to the government to enable mitigation against the cost of the current Covid 19 Lockdown.

David Goodman